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# **SAN FRANCISCO AIRPORTS COMMISSION**



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## **MINUTES**

JANUARY 5, 1988

**DIANNE FEINSTEIN, MAYOR**

## **COMMISSIONERS**

**MORRIS BERNSTEIN**

**President**

**J. EDWARD FLEISHELL**

**Vice-President**

**DR. Z.L. GOOSBY**

**ATHENA TSOUGARAKIS**

**DON RICHARDS STEPHENS**

**LOUIS A. TURPEN**

**Director of Airports**

**San Francisco International Airport**

**San Francisco, California 94128**



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of the Minutes  
Airports Commission

January 5, 1988

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Minutes  
of the  
Airports Commission Meeting

January 5, 1988

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:04 A.M. in Room 282, City Hall, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present: Morris Bernstein, President  
J. Edward Fleishell, Vice President  
Athena Tsougarakis  
Don Richards Stephens

Absent: Z. L. Goosby

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of December 15, 1987 were adopted by order of the Commission President.

No. 87-0001

\* \* \*

D. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

\* \* \*

E. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

The following items were unanimously adopted.

1. Resolution Awarding the Lease for Insurance/Business Service Center

88-0002

Resolution awarding Insurance/Business  
Service Center lease to Tele-Trip  
Company, Inc.

Mr. Lou Turpen, Airport Director, said that one bid was received. A second bidder has submitted a letter of protest. According to staff, this bidder arrived late to the bid opening and had no bond.



Commissioner Stephens asked if this was the bidder who could not get a certified check.

Ms. Angela Gittens, Deputy Director, Business & Finance, responded that this prospective bidder did claim that he was unable to get a certified check. She said that when she spoke to him he claimed he had no business dealings in California and that banks in this state do not issue certified checks readily. She told the Commission that she pointed out to him that the winning bidder had submitted a certified check from his home state of Nebraska. She also told him that there were four other forms of security he could have used. Ms. Gittens also said that he was late and, in fact, did not have a bid. His partner, who supposedly had the other bid materials, was late for the bid opening. She felt his request had no merit and the lease should be awarded.

Commissioner Stephens asked Ms. Gittens if the lease should be awarded in light of the amount the second bidder was offering.

Ms. Gittens responded that that remained to be seen; staff never saw his bid documents.

Commissioner Fleishell asked if there were any legal problems.

Mr. Don Garibaldi, Airports General Counsel, responded none at all.

## 2. Authorization to Accept Bids for the Foreign Currency Exchange Lease

No. 88-0003

Resolution approving lease specifications and authorizing Director to accept bids for the Foreign Currency Exchange Lease.

Mr. Turpen told the Commission that there would be two locations, one on the upper level and one on the lower level of the International Terminal. He said that there is a proviso for mobile carts in order to meet unusual or unique circumstances. He told the Commission that values have been changed, as the bid package indicates, in response to comments by prospective bidders to our bid proposals. He recommended authorizing the bid.

Commissioner Fleishell commented that it might be helpful to place a sign in the customs area by baggage claim informing passengers that their currency can be changed just outside of customs. He said that in other countries, currency exchange operations are located in the customs area.

Commissioner Tsougarakis asked if the foreign currency exchange operation could be located inside customs.

Mr. Turpen responded that this came up several years ago but customs would not allow it. He said that staff had a difficult time just getting a representative from Smarte Carte inside customs to change money for carts. He said that Customs has been very unresponsive to those types of requests.

Commissioner Fleishell said he did not want to go through that again. He suggested that the best place to install the sign would be next to the arrivals board located at the carousels.





3. Boarding Area 'E' Newsstand Operating Permit

No. 88-0004

Award of a month-to-month permit to A.B.C. Cigar to operate the newsstand at Boarding Area 'E'.

Mr. Turpen told the Commission that the Airport has been involved in a protracted effort to secure a concessionaire for Boarding Area 'E'. It has been bid a couple of times and one successful bidder, Duty Free Shoppers, has been received. Because of the investigation being conducted on Duty Free's downtown activities, staff has been unable to secure the requisite approvals from the Board of Supervisors to move ahead. He said that this concession was expected to be in place at least six months ago. During that time both Aeroplex and Elson's have approached staff; one said that he could not continue, the other indicated that he would require a substantial rent concession from the Airport in order to continue. Staff has indicated to both that they are free to terminate their operations. He explained that in this interim period it is important to continue service to this area.

Mr. Turpen said that this agreement is a 30-day permit to run the operation at 20 percent of gross revenues until such time as staff can conclude Duty Free's concession.

Commission Stephens asked if A.B.C. wants a long term contract.

Ms. Gittens responded that A.B.C. came in third on the Boarding Area 'E' concession bid so she assumed they would be interested in a long-term relationship.

Mr. Turpen said that if staff cannot consummate this deal with Duty Free, we would be obligated to re-bid the lease. He felt that at some point the questions with regard to Duty Free would be resolved and hoped that would happen within the next few weeks.

Commissioner Stephens asked if A.B.C. is a local/minority company.

Mr. Turpen responded that they are a local company and owned by women. He explained that A.B.C. will not be paying the \$100,000-a-month minimum guarantee that Duty Free would be paying.

Ms. Gittens added that in addition to the main store at the mouth of Boarding Area 'E', there is to be another store on the other side of Boarding Area 'E', one out on Boarding Area 'F' by United, and, the new space, all of which will be vacant. Boarding Area 'E' is the most critical location as it is about 70 percent of the space.

Commissioner Fleishell asked if a provision has been made to ensure that the departing concessionaire leaves all of the necessary fixtures in place.

Mr. Garibaldi responded that that is a condition of their permit and has been verified by the Property Management staff. The only fixture they are taking is the cash register.

4. Award of Contract No. 1767:  
Purchasing Contract Proposal No. 783  
Computerized Identification Card System

No. 88-0005

Mr. Turpen said that this is another step towards enhancing the





Airport's security system. If not the first, it is one of the first in the United States and will be a forthcoming requirement of the FAA. He said it is an excellent step for the Airport.

Commissioner Tsougarakis asked what areas will be secured and how will they be secured.

Mr. Turpen responded that this system will control access through existing access points. It doesn't go beyond those areas to which access is currently prohibited or the perimeter which is the air operations area. He said that that secured perimeter exists today. This will enhance our abilities to control access through specified points on the Airport where employees have to go to get from the non-secured to the secured side. This is designed to do that as well as give the Airport accurate information as to who should be where on the Airport. It also gives the Airport the capability to immediately terminate anyone's access privileges without securing their I.D. card. This is a computer-based system designed to centralize information and control access through a legitimate access point. It is the first phase in what is contemplated as a multi-phase system.

Commissioner Tsougarakis said she would like to understand what the phases are and what the Airport is moving towards.

Mr. Turpen responded that this is a complete project, however, in view of recent Federal requirements, there will be several other projects which will have to be installed. This system will cause everyone at the Airport to use the same I.D. card as opposed to the several I.D. cards that are currently used.

5. Revised Five-Year Capital Projects Plan

No. 88-0006

Resolution approving the Airport's revised-Five Year Capital Projects Plan.

Mr. Turpen said that this is required to go before the airlines for review and Mr. Yuen indicates that they offered no objections. He explained that this simply outlines the Airport's anticipated plans for the next five years. All of these projects will come before the Commission for a vote.

6. Bid Call: Contract No. 2024  
Carpet Replacement - Bldg. 8, 1000, 676 and Other Airport Offices

No. 88-0007

Resolution approving the scope, budget and schedule for Contract No. 2024 and authorizing the Director of Airports to call for bid when ready.

\* \* \*

F. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

The following items were unanimously adopted.

7. Award of Contract No. 1724:  
Runway 19L Blast Protection



No. 88-0008

Resolution awarding Contract No. 1724 to O'Grady Paving, Inc. in the amount of \$304,020.00.

8. Approval of Budget for Contract Year 1988/89 for O'Brien-Kreitzberg & Associates, Inc., Scheduling and Resources Consultant for the South Terminal Complex Reconstruction Program

No. 88-0009

The contract between consultant and City requires a new budget for each 12-month period. In anticipation of the reduced workload, the proposed budget represents a 62% decrease from the current budget.

9. Authorization of Contractual Agreement between Airport and the American Carousel Museum

No. 88-0010

Contract for \$10,000 with the American Carousel Museum for the purpose of providing objects for the 1988 Holiday Exhibition in the North Terminal Connector Gallery.

10. Type II Modification: Contract No. 1564R Rehabilitate Drainage Pump Station No. 1

No. 88-0011

Contract modification of \$27,000 to provide for repairing of pumps in Industrial Waste Pump Station.

11. Close Out Professional Services Contract With Esherick, Homsey, Dodge and Davis, Architect for Boarding Area 'B', South Terminal

No. 88-0012

Resolution accepting work as completed, setting final contract price at \$1,255,144.79 (amount awarded: \$1,276,800.00), and closing out contract. Neither consultant nor City plans to claim against the other.

12. Travel/Training Request for Airport Representatives

No. 88-0013

\* \* \*

G. CORRESPONDENCE:

There was no discussion by the Commission.

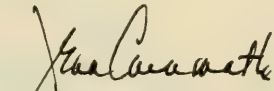
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I. ADJOURNMENT TO GO INTO CLOSED SESSION:

There being no further calendared business before the Commission the meeting adjourned at 9:20 AM.



Jean Caramatti  
Commission Secretary



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# SAN FRANCISCO AIRPORTS COMMISSION



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## MINUTES

JANUARY 22, 1988

SPECIAL MEETING

ART AGNOS, MAYOR

## COMMISSIONERS

MORRIS BERNSTEIN  
President

J. EDWARD FLEISHELL  
Vice-President

DR. Z.L. GOOSBY

ATHENA TSOUGARAKIS  
DON RICHARDS STEPHENS

LOUIS A. TURPEN  
Director of Airports

San Francisco International Airport  
San Francisco, California 94128





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of the Minutes  
Airports Commission

January 22, 1988  
Special Meeting

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Minutes  
of the  
Airports Commission Meeting

January 22, 1988  
Special Meeting

A. CALL TO ORDER:

The special meeting of the Airports Commission was called to order at 10:00 A.M. in Room 2C, City Hall, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present:	Morris Bernstein, President
	J. Edward Fleishell, Vice President
	Z. L. Goosby
	Athena Tsougarakis
	Don Richards Stephens

\* \* \*

C. ANNOUNCEMENT BY SECRETARY:

In accordance with Section 54957.1 of the Brown Act, Jean Caramatti, Commission Secretary announced unanimous adoption of resolution no. 88-0014 regarding the settlement of litigation with Autoscan Systems, Inc.; and, 88-0015, modification no. 1 to agreement with the law firm of Hanson, Bridgett, Marcus Vlahos and Rudy to increase the total compensation payable by \$100,000 at the closed session of January 5, 1988.

\* \* \*

H. CLOSED SESSION:

The meeting was recessed at 10:03 AM to go into closed session and reconvened at 10:15 AM.

\* \* \*

D. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

\* \* \*





E. POLICY:

Item No. 1 was unanimously adopted. Attached is a court reporters transcript of this item.

1. Proposed Airport Noise Abatement Regulation

No. 88-0016

\* \* \*

F. PUBLIC HEARING:

The public hearing on the budget was opened at 10:45 AM and closed at 10:46 AM, there being no comments from the public.

2. Proposed Fiscal Year 1988/89 Airports Commission Budget

\* \* \*

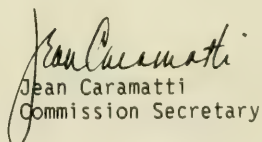
G. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*

I. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 10:46 AM.

  
Jean Caramatti  
Commission Secretary



CITY AND COUNTY OF SAN FRANCISCO

STATE OF CALIFORNIA

ART AGNOS, MAYOR

SAN FRANCISCO INTERNATIONAL AIRPORT

MEETING OF THE AIRPORTS COMMISSION

NOISE ABATEMENT REGULATION

Friday, January 22, 1988

SAN FRANCISCO CITY HALL, ROOM 2-C

SAN FRANCISCO, CALIFORNIA

ORIGINAL

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SAN FRANCISCO INTERNATIONAL AIRPORT COMMISSIONERS

HONORABLE MORRIS BERNSTEIN, President

HONORABLE DR. Z.L. GOOSBY, Commissioner

HONORABLE J. EDWARD FLEISHELL, Commissioner

HONORABLE ATHENA TSOUGARAKIS, Commissioner

HONORABLE DON RICHARDS STEPHENS, Commissioner

LOUIS A. TURPEN, Director of Airports

DONALD GARIBALDI, Airport General Counsel

STEVEN ROSENTHAL, Airport Outside Counsel

JEAN CARAMATTI, Airports Commission Secretary

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Vance Fort

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Mary Griffin

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Shelley Kessler

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Jerry Nelson

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Delores Huajardo

15

Herbert Rosenthal

16

Duane Spence

18

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1 P R O C E E D I N G S

2  
3 MR. BERNSTEIN: All right, Miss Caramatti, have you  
4 read the resolution?

5 MS. CARAMATTI: No I have not.

6 Proposed Airport Noise Abatement Regulation.

7 MR. TURPEN: Ladies and gentlemen, may we have your  
8 attention, please. The Airports Commission is now considering  
9 its proposed Airport Noise Regulation. I ask the Commission  
10 secretary to recognize anyone who might like to address the  
11 Commission at this time.

12 MS. TSOUGARAKIS: We have the list.

13 MR. TURPEN: Commissioner Bernstein, do you have the  
14 list?

15 MS. CARAMATTI: Yes, we do.

16 MR. TURPEN: Do you have the names?

17 MR. BERNSTEIN: Yes, I do.

18 There are quite a few speakers, and in the interest  
19 of time, would you please limit it to about three minutes.

20 First speaker, Miss Christine Bishol of Terrace  
21 Drive, San Francisco, representing the Airport Noise Committee.

22  
23 CHRISTINE BISHOL

24 MS. BISHOL: Good morning to the distinguished  
25 members of this Commission. My name is Christine Bishol, and  
26 I'm a member of the Airport Noise Committee. I am honored to be

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1 the appointee of Supervisor Jim Gonzalez, who has requested that  
2 I come here this morning to speak on his behalf and on the  
3 behalf of the entire committee.

4 I understand that you are considering today new  
5 regulation which would phase out by 1999 certain types of  
6 aircraft which would be allowed to land in San Francisco  
7 International Airport.

8 Supervisor Gonzalez and I and the entire committee  
9 strongly support this significant and necessary first step. We  
10 are all concerned and active members of this San Francisco  
11 community. We fully realize the importance of maintaining a  
12 strongly competitive and thriving business community. We must  
13 work to encourage businesses to base themselves in our city.

14 I believe that this does contribute to a higher  
15 standard of living for all people in this city. I believe that  
16 this strong business community assists San Francisco in  
17 maintaining its status as one of the world's greatest places to  
18 live. I also believe that we must also continue to encourage a  
19 reasonable amount of tourism.

20 All of this requires that we maintain a competitive  
21 and thriving and efficient international airport. However, as  
22 representatives of the people of San Francisco's best interest,  
23 we must also seriously consider the quality of life which we  
24 should expect for ourselves and for everyone who lives in and  
25 around our city.

26 We must listen to the voices of the many people of

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1 the many neighborhoods who have been working with us and  
2 reporting to us that the noise is getting worse, that they can  
3 count five to seven planes in a row taking off from  
4 San Francisco International Airport at the hour of 7:00 a.m.

5 Why is it that these people are aware of these  
6 aircraft when they live so very far away from the takeoff and  
7 landing runways? Our committee is working to answer these  
8 questions for ourselves and for those we represent. We are  
9 searching for ways to solve this airport noise problem and at  
10 the same time encourage our city to continue to be competitive  
11 in a world market. We see the passing of this regulation as an  
12 excellent first step.

13 Yes, we do need to have a busy international  
14 airport. However, we do need to pursue new means to attaining  
15 this goal without ruining the integrity of this city, which has  
16 been surviving quite well for a much longer period of time.

17 The larger airlines are obviously not going to like  
18 it if you regulate the types of aircrafts that are going to land  
19 at your airport. They're going to do everything they can to  
20 stop these regulation from occuring. This is completely  
21 understandable, as this type of regulation can cost the airlines  
22 a lot of money.

23 However, in the long run, we hope that these  
24 airlines will understand that if they promote the production of  
25 quieter aircraft within their company, they will get our market  
26 for long-term profit. This could be a very difficult change for

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1 the airlines to accept. However, if this Commission has heard  
2 the voices of the people of this city, the airlines will have no  
3 choice but to change, for the betterment of all.

4 Supervisor Gonzalez and I, along with the entire  
5 airport noise committee and those we represent, would like to  
6 thank you for your time and consideration in this matter.  
7 Knowing the integrity of the distinguished members of this  
8 Commission, we feel confident that you will support this  
9 regulation as an excellent first step.

10 Thank you.

11 MR. TURPEN: Thank you.

12 MR. BERNSTEIN: Thank you.

13 Mr. David Carbone, the City of South San Francisco.

14  
15 DAVID CARBONE

16 MR. CARBONE: Good morning, Commissioners, my name  
17 is David Carbone, City of South San Francisco. We have some  
18 comments, as also some other communities have, and we'd like to  
19 voice ours, again, our support for the regulation and give you  
20 our comments.

21 Among the concerns, though, that we have is that the  
22 revisions have relaxed some of the time frames, some of the key  
23 elements of the regulation, that we feel are not what we were  
24 expecting through the draft of November; and also it would  
25 hamper some of the noise regulation work that's been done by  
26 the Airport Community Round Table and some communities who have

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1 been working within the airport for a long, long time.

2 Specifically those sections that I'm referring to  
3 are the time tables regarding the percentage of Stage 3  
4 operations and the limitations on nighttime Stage 2 operations  
5 and also the maximum nighttime noise levels.

6 We do commend the Commission on the comprehensive  
7 regulation, and we certainly support your efforts in dealing  
8 with that situation at the airport. Those of all of San Mateo  
9 County are appreciative of that. However, we are concerned that  
10 by limiting some of these -- or extending some of these time  
11 frames, that the desired effect of your regulation will not be  
12 what you expect, and it certainly won't be what we're expecting.

13 We'd like to see you take another look at some of  
14 those time frames and hopefully not push them back far enough  
15 where they will defeat their intended purpose.

16 Thank you.

17 MR. TURPEN: Thank you.

18 MR. BERNSTEIN: Thank you.

19 Mr. Roger Chinn, Foster City, representing the  
20 Round Table.

21  
22 ROGER CHINN

23 MR. CHINN: Mr. Chairman, members of the Commission,  
24 my name is Roger Chinn, I'm Chairman of the Round Table of  
25 San Mateo County and of the airport. I'd like to just briefly  
26 indicate my views, and only my views, of the revisions to the

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1 noise regulation.

2           The January 11th and 21st changes have not been  
3 reviewed by the Round Table. I have had an opportunity to  
4 review them along with our consultant. I am willing to advise  
5 the Round Table that we should recommend and adopt -- ask you to  
6 adopt the changes as well as the the entire regulation, as  
7 changed, I should say.

8           Mr. Turpen has briefly told me of the changes of  
9 the 21st, the changes that were written up yesterday. I frankly  
10 have not read them through and deciphered what they indicate,  
11 but it appears to be changes that can be implementable, with the  
12 help of the communities in the peninsula.

13           I would like to also indicate to you that a number  
14 of constituents have contacted me, not only in the peninsula but  
15 in your community of San Francisco, indicating their concerns  
16 over the noise regulation as changed. I do feel, though, as I  
17 indicated, that the changes are good, that they can be  
18 implementable, if we can have some time to review them and also  
19 monitor them and also come back with some recommendations in the  
20 coming months.

21           Supervisor Gonzalez has and I have talked about  
22 these regulation and the changes that are being proposed, and I  
23 think we both agree that these changes can be good for all our  
24 communities if we have the opportunity of reviewing them.

25           We have also contacted Mayor Agnos, and I have  
26 copies of that letter to you, indicating our support of the

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Hayward, Ca. 94541

(415) 481-8009

41 Sutter, Suite 1222  
San Francisco, Ca. 94104



Commission's review of the regulation; but again, I want to emphasize that we should go forward positively and have an opportunity of looking over these regulation and how they will affect the communities in the future.

Thank you.

MR. TURPEN: Thank you, Roger.

MR. BERNSTEIN: Thank you.

Mr. Vance Fort of Los Angeles from Flying Tigers.

VANCE FORT

MR. FORT: Good morning, Mr. Chairman, Commissioners, thank you for the opportunity. We appreciate and recognize the great deal of work done by the Commission in preparing itself for this room.

There have been a number of important changes made since we were here last month, in the meeting at that time, from previous sessions. We appreciate that work. But also we remain concerned. It's clear that notwithstanding the fact that we have one of the most noise efficient fleets, we would be adversely affected by this rule. To what extent, it's not clear; but certainly it's altogether conceivable that we'll have to take some payload penalty in order to comply with the rules, especially in the coming years.

Equally important is our concern about the proliferation of these kinds of rules on a national and also on a local level. Obviously issues not directly of concern to you,

BAY AREA COURT REPORTERS



1 but as we attempt to operate a national system, indeed an  
2 international system, we are concerned that we are going to one  
3 day wake up and find ourselves unable to get from point A to  
4 point B, because of a number of rules that in and of themselves  
5 make a lot of sense but when taken together actually adversely  
6 impact the ability to operate in a very fundamental way.

7 The Airport Association earlier this month asked the  
8 Commission to consider deferring final consideration of this  
9 rule. We would like to reiterate that request. We think it's  
10 very serious, we know that you do, and we think we could all  
11 benefit from more consideration of it.

12 I'd just like to say, in closing, that I've also  
13 been asked on behalf of the senior management of  
14 Northwest Airlines in Minneapolis to reiterate its concerns  
15 expressed here last month. They say that those concerns are no  
16 less today, in light of the Commission's work with respect to  
17 this issue, than they were last month.

18 MR. BERNSTEIN: Thank you. Thank you, Mr. Vance.

19 Mary Griffin with the San Mateo Board of  
20 Supervisors.

21  
22 MARY GRIFFIN

23 MS. GRIFFIN: Thank you, Chairman Burnstein. I'm  
24 here today to speak to you to urge that you not do anything that  
25 will have local control preempted from some of these noise  
26 regulations. That is my main concern.

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1 I hear the airlines speaking to not being hampered  
2 by local regulation, and yet at the same time I have worked very  
3 closely with your Airports Director in the almost 12 years that  
4 I've been in elected office, and I know that we have had a lot  
5 of community input.

6 I happen to represent the district in  
7 San Mateo County that really is most impacted by the airport and  
8 airport noise. I live in the district and represent the  
9 district that really is the boundary of the airport. I  
10 recognize as a Board of Supervisor member the importance of the  
11 airport to our economy and to our well-being, but I also have  
12 many, many constituent calls about airport noise.

13 We have moved ahead and moved forward in our  
14 cooperative approaches to this and I, for one, feel that for us  
15 to delay noise regulations, local noise regulations, until we  
16 are preempted by the federal government, would be a grievous  
17 error for our constituency.

18 I haven't had a chance yet to review the changes  
19 that have been made since our Airport Round Table met, but I do  
20 ask that you not -- not -- delay this forever so that the  
21 federal government will step in and say the local citizens no  
22 longer have any rights. That's my biggest concern.

23 Thank you.

24 MR. TURPEN: Thank you.

25 MR. BERNSTEIN: Thank you.

26 Shelley Kessler of the Airport Labor Coalition,

#### BAY AREA COURT REPORTERS



1 San Mateo Labor Council.

3 SHELLEY KESSLER

4 MS. KESSLER: Good morning, I'm back again to  
5 represent those unions who represent the large organized work  
6 force out at the airport. We have been enemies with Mr. Turpen  
7 and have spoken with different Commission members about the  
8 noise abatement regulation to get as much clarification and  
9 understanding of the situation as possible.

10 We definitely appreciate the hard work that's been  
11 done to deal with both the concerns of the community in and  
12 around the airport, to mitigate the noise problem, and also for  
13 the air carriers to deal with their concerns about being able to  
14 have use of the airport.

15 However, the only part of the equation that's not in  
16 the noise regulation is that which affects labor. Our unions  
17 have expressed concern, because in all of the language that's  
18 there, there's not clear or predictable language that affects  
19 the impact upon us. Due to that lack of specific language, we  
20 really want to take a position of nonsupport on this noise  
21 regulation, because we do not know what the actual impact is  
22 going to be.

23 We are concerned about the present and future work  
24 force at that location. Our members live in and around the  
25 airport, as well as work there; that's why it's very tough. I'm  
26 sure that you've received a letter that puts out our position

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1 fairly clearly, that we are caught in a bind in one sense, now;  
2 because we understand and appreciated and would like to have  
3 good noise abatement put in place, but we also want to protect  
4 the jobs of our people.

5 So I thank you all for giving the opportunity; I  
6 wish we would have had more time to review this and talk about  
7 the impact of these regulation; and hopefully if we can have  
8 some opportunity in the future, to maybe put an amendment in or  
9 something that deals with job security, we'd like that  
10 opportunity to do so.

11 Thank you.

12 MR. TURPEN: Thank you.

13 MR. BERNSTEIN: Thank you.

14 Jerry Nelson, Local 1781, representing Ground  
15 Service Employees.

16  
17 JERRY NELSON

18 MR. NELSON: Good morning, Commissioner Bernstein,  
19 fellow Commissioners. My name is Jerry Nelson, I'm President of  
20 Local 1781, representing the Ground Service Employees of the  
21 major carriers at San Francisco International.

22 I would like to express only one concern here this  
23 morning. I know your time is short and there are many issues to  
24 be dealt with here. Discretionary authority is what concerns me  
25 with the regulation as presented to you here this morning; that  
26 discretionary authority is put in the hands of a Director of

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1 Airports.

2 You can begin with page 6 of the amended proposed  
3 regulation, and again it references "Director of Airports  
4 shall," "Director of Airports may," "at the request of," "shall  
5 be heard by the Commission or an official designee" -- obviously  
6 the official designee of the Airport Commission is going to be  
7 the Airports Director.

8 Throughout, beginning with the variances on page 6,  
9 going through to exemptions for maintenance operations, "upon  
10 written application, the Director of Airports may grant..."

11 If you look upon this document as a sterile and  
12 sanitized document, that will live in perpetuity eventually --

13 MR. GOOSBY: Only the Bible is that pure.

14 MR. NELSON: I was referencing the attorney that's  
15 on the Board. They like to use those kinds of words.

16 If it lives forever, what we're faced with is a  
17 situation where the interpretation of and the study of this  
18 document in the future may have a different connotation than it  
19 presently does today.

20 We feel within our local union that the language  
21 needs to be tightened up, that some further direction needs to  
22 be given. Yes, we're talking about noise abatement here, we're  
23 talking about motherhood and apple pie.

24 Nobody is against fighting the problems of noise.  
25 Everybody, including the workers who walk around with earplugs  
26 and earmuffs eight hours a day, don't like the noise.

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1           They recognize the technology doesn't exist yet,  
2   that we're on the threshold of finding that technology, but we  
3   are also looking at 8000 maintenance jobs at the San Francisco  
4   International Airport that could be impacted -- Flying Tiger,  
5   Northwest, United Airlines. Major concerns of the workers.

6           I'm here this morning to express that concern and  
7   the concern about discretionary authority, that hopefully this  
8   Commission will take a look at and address it.

9           Thank you very much for your time.

10          MR. TURPEN: Thank you very much.

11          MR. BERNSTEIN: Thank you very much, Mr. Nelson.

12          Miss Deloris Huajardo. Is that the way you  
13   pronounce it?

14          MR. TURPEN: Deloris Huajardo?

15          MR. BERNSTEIN: Huajardo?

16          You are a resident of San Mateo County.

17  
18                               DELORES HUAJARDO

19          MS. HUAJARDO: Right, I'm a resident of Burlingame,  
20   and I thank you for this opportunity to speak.

21           We appreciate this important move that you are  
22   taking to adopt regulations, and we highly commend you for this  
23   step. We think it's very important, but the regulations that  
24   have finally come down have not been able to be reviewed by the  
25   community with input from the community; and as you've heard  
26   from our representatives, they have not had time to review the

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1 final draft adequately.

2 So we would ask that you postpone adoption of the  
3 regulation until after the Round Table meets on February  
4 the 3rd, when there's been time for careful consideration by the  
5 county. I would like to submit to you a comparative draft that  
6 we did.

7 There's a comparison of the original draft, then  
8 what was proposed to the Round Table, and then the final draft.  
9 I'll submit that for your review.

10 Thank you very much.

11 MR. BERNSTEIN: Thank you.

12 Mr. Herbert Rosenthal, Washington, D.C. with D.H.L.  
13 Airways.

14  
15 HERBERT ROSENTHAL

16 MR. ROSENTHAL: Mr. President, members of the  
17 Commission, I'm Herbert Rosenthal, I'm here today representing  
18 D.H.L. Airways.

19 We operate one round trip per day into San Francisco  
20 Airport about five days a week. We recognize that balancing the  
21 competing demands of airport neighbors and airport users is a  
22 very difficult job, and we recognize that you Commissioners and  
23 the Airports Director and his staff are under enormous pressure.  
24 It's a difficult task.

25 While we are not wholly pleased with this, the  
26 rules, we are not wholly displeased. It looks to us as if we

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1 will be able to obtain a variance from Section 4-B so that we  
2 can continue to work with the Airports Commission and the  
3 director and work with the vendors in the industry who are in  
4 the developmental stages of reengining our new hush kits for the  
5 727 100's and 727 200's which will be the backbone of our fleet  
6 into the 1990's.

7 We feel confident that there will be Stage 3 727's  
8 sometime in the '90's; we don't know when, but we'll be working  
9 with those vendors; and to the extent that these aircraft become  
10 available, we will use our best efforts to put them into our  
11 fleet and route them through San Francisco.

12 We expect that we would have no difficulty in  
13 entering into a preferential runway agreement with the Airports  
14 Director and living up to it. We feel that on a small operator,  
15 that requirement in the variance procedure is reasonable and we  
16 anticipate no difficulty in fulfilling it.

17 Thank you for the opportunity to let us participate  
18 in this. We know its a difficult task, and we wish you good  
19 luck in dealing with it.

20 Thank you.

21 MR. TURPEN: Thank you.

22 MR. BERNSTEIN: Thank you, Herbert.

23 MR. GOOSBY: Appreciate that.

24 MR. BERNSTEIN: Duane Spence, representing the  
25 Citizens of San Mateo as a citizen.  
26

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DUANE SPENCE

MR. SPENCE: Good morning ladies and gentlemen, I apologize for taking up your time this morning. I hadn't planned to be here, but I had so many phone calls from my fellow constituents in the San Mateo County that I was forced here, to explain to you how bitterly disappointed we are with the draft regulation as it stands now and our feeling that --

We feel you could have saved Mr. Turpen a lot of trouble by asking him at the outset to have the airlines draft a regulation, so you could adopt what they want.

Now there have been a litany of changes thrown at us in these regulations. We feel that our elected representatives have had no chance to review them. I think you're sympathetic to the fact that to be fair they must be able to review them and consider anything they want to do as far as affecting changes. The best forum for that is the Community Round Table, and, so, we ask that you defer your adoption of these regulations until our Round Table has had a chance to meet and we have a chance to confront our elected representatives at that meeting.

Let me remind you that the Airport Community Round Table was started about eight years ago and is in about it's 70th meeting. Of those 70 meetings the elected representatives of each city which is a member have been present; San Francisco has chosen not to have an elected representative there more than a half dozen times. We're very disappointed in that.

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1           You've had an airport regulation for approximately  
2 four years, and in that time over a million operations have  
3 occurred at the airport; a major noise problem exists there, and  
4 yet not one noise violation has been issued as a result of those  
5 regulations.

6           We feel you have a chance here to start a very  
7 effective noise regulation. Based upon your November draft  
8 proposal, we had some modest changes that we wanted to see  
9 tightened up. Rather than tightening up on each of those  
10 points, they have either been held constant or have been  
11 diluted, so that now we feel that we're not getting very much at  
12 all in terms of affecting real changes in the noise operation at  
13 the airport.

14           Again I would ask you, do not adopt your regulations  
15 today; let us have a chance to meet as an organized body. And I  
16 would urge that you have an elected representative, which is  
17 your right and proper position, at the very next Round Table  
18 meeting.

19           Thank you.

20           MR. TURPEN: Thank you.

21           MR. BERNSTEIN: That ends the speakers.

22           MR. TURPEN: Mr. President, the Airports Commission  
23 and its staff have spent a considerable amount of time  
24 developing a noise regulation -- which, candidly, is at the  
25 forefront of noise regulation in the United States -- which  
26 specifies requirements in terms of fleet mix and use of quieter

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1 aircraft. It has been exhaustively coordinated to the best of  
2 our ability and as much as is humanly possible.

3 I believe it is now time to move forward, and I  
4 would recommend this regulation to you for your consideration  
5 this morning.

6 MS. TSOUGARAKIS: Move.

7 MR. GOOSBY: Second.

8 MR. BERNSTEIN: Are there any new comments from  
9 the --

10 MR. GOOSBY: Well, I just wanted to assure the  
11 community, both the users and the residents of the airport area,  
12 and the users of the airport, that as we look at the amendments  
13 and the language in the ordinance honoring the regulation, the  
14 language that allows the, as one speaker mentioned,  
15 discretionary authority, really builds in flexibility that we  
16 feel more comfortable with; because nobody knows for sure how  
17 they can put 15 pages of any kind of regulation together that's  
18 going to satisfy everybody, and if it has satisfied everybody,  
19 you just about haven't said anything.

20 The fact that we are getting criticism now from both  
21 sides kind of tells me we are approaching somewhere near the  
22 right balance. So there's nobody who will be happy with this.

23 But I think that the language there allows this  
24 approval, the approval of the Director for variances, for  
25 temporary exemptions; so that we're not really going to hamper  
26 the economy in any serious way, of the area.

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1 I think the concerns of the neighboring community  
2 are important, that we keep in mind, to see what impact this  
3 will have.

4 This ordinance is not in concrete; it can be  
5 appended, as any ordinance or any regulation can be. After  
6 we've seen it in operation for a year or two. And I especially  
7 remind the Round Table that they, as they look at these  
8 suggested amendments by them as well as by the industry, can be  
9 brought to the Director and to the Commission in subsequent  
10 months and year or two or three, and signed up -- after we've  
11 seen how it works, what changes we should make.

12 So you should accept it with that in mind, with the  
13 Commission having that in mind. That should make you, I think,  
14 feel a little better about the approval of this, all of this, if  
15 it's approved today.

16 The other thing of this, there's always the appeal  
17 of the Director to the Commission on any ruling of the Director.  
18 You can appeal to the five members of the Commission, who would  
19 be sensitive to the various areas of our constituency.

20 So with that, I hope that it would allay a lot of  
21 fears. The impact on the working force I think is often  
22 forgotten, but I want to assure them that the Commission is on  
23 top of your concern and will not forget that concern. We'll  
24 keep it in foremost. That's all I have.

25 MR. BERNSTEIN: Thank you.

26 I received a letter from Mr. James Murphy,

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1 Vice-President of the Air Transport Association of America.  
2 Would you please make that a part of the record.

3 MS. CARAMATTI: Yes.

4 MR. FLEISHELL: Can I just make one comment, if I  
5 may. It's important that everyone know that despite the one  
6 person's comment that this is a perpetual document, it isn't.  
7 This can be amended next week. And inevitably when a  
8 legislation or a rule goes out, too often there needs to be some  
9 fine tunings.

10 I for one will not ever look for anything to put a  
11 large segment of people out of work. And I don't think this  
12 would do it. We're torn between the F.A.A. on the one side, who  
13 says we are going beyond their authority, and on the other side  
14 some people saying we're not being strong enough.

15 So, as Mr. Goosby says, we're getting to something  
16 that seems fair to everyone.

17 MR. BERNSTEIN: Call the question.

18 MS. CARAMATTI: Commissioner Bernstein?

19 MR. BERNSTEIN: Yes.

20 MS. CARAMATTI: Commission Fleishell.

21 MR. FLEISHELL: Yes.

22 MS. CARAMATTI: Commission Goosby?

23 MR. GOOSBY: Yes.

24 MS. CARAMATTI: Commissioner Tsougarakis?

25 MS. TSOUGARAKIS: Yes.

26 MS. CARAMATTI: Commissioner Stephens?

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1 MR. STEPHENS: Yes.

2 MR. BERNSTEIN: Thank you.

3 My only comment is I think the Commission was right,  
4 and I think everyone connected with this deal did a helluva job.  
5 I congratulate you, Mr. Rosenthal, and the Director and everyone  
6 else. It's a long time in coming, took a lot of work, a lot of  
7 hours.

8 MR. TURPEN: Thank you, sir.

9 MR. BERNSTEIN: I think it was a job well done, and  
10 perhaps we will go forward.

11 (Hearing adjourned at 10:42 a.m.)  
12  
13

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41 Sutter, Suite 1222  
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1 STATE OF CALIFORNIA )  
2 ) ss.  
3 COUNTY OF ALAMEDA )  
4

5 I, the undersigned, a Notary Public of the State of  
6 California, hereby certify that foregoing Public Hearing was  
7 taken at the time and place therein stated; that the proceedings  
8 of said Public Hearing were reported by me, a Certified  
9 Shorthand Reporter and disinterested person, and were thereafter  
10 transcribed under my direction into typewriting; that the  
11 foregoing is a full, complete and true record of said hearing.  
12

13 I further certify that I am not of counsel or  
14 attorney for either or any of the parties in the foregoing  
15 Public Hearing, nor am I in any way interested in the outcome of  
16 the cause named herein.  
17

18 IN WITNESS WHEREOF, I have hereunto set my hand and  
19 affixed my seal this 25th day of January 1988.  
20  
21



22  
23  
24  
25  
26  
  
CHARLOTTE CERVANTEZ, CSR #4486  
Notary Public, State of California

BAY AREA COURT REPORTERS





# **SAN FRANCISCO AIRPORTS COMMISSION**



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## **MINUTES**

FEBRUARY 2, 1988

**ART AGNOS, MAYOR**

## **COMMISSIONERS**

**MORRIS BERNSTEIN**  
President

**J. EDWARD FLEISHELL**  
Vice-President

**DR. Z.L. GOOSBY**  
**ATHENA TSOUGARAKIS**  
**DON RICHARDS STEPHENS**

**LOUIS A. TURPEN**  
Director of Airports

**San Francisco International Airport**  
**San Francisco, California 94128**



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of the Minutes  
Airports Commission

February 2, 1988

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Minutes  
of the  
Airports Commission Meeting  
February 2, 1988

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:02 A.M. in Room 282, City Hall, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present:	Morris Bernstein, President J. Edward Fleishell, Vice President Z. L. Goosby Athena Tsougarakis
----------	--

Absent:	Don Richards Stephens
---------	-----------------------

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the following meetings were unanimously adopted:

No. 88-0018	Regular meetings of December 1, 1987
No. 88-0019	and January 5, 1988; and,
No. 88-0020	Special meeting of January 22, 1988

\* \* \*

D. ANNOUNCEMENT BY SECRETARY:

In accordance with Section 54957.1 of the Brown Act, Jean Caramatti, Commission Secretary announced the unanimous adoption of resolution no. 88-0017 regarding the settlement of a litigated claim at the closed session of January 22, 1988.

\* \* \*

E. DIRECTOR'S REPORTS:

1. Report on Boarding Area 'E' Lease - Oral Report

Ms. Angela Gittens, Deputy Director, Business & Finance, said that the Board of Supervisor's Governmental Operations Committee has been awaiting a report from Grant Mickens, Director of the Human Rights Commission since November before considering the award of the



Boarding Area 'E' lease to Duty Free Shoppers. Mr. Mickens had recently indicated that his report would be considered by the Human Rights Commission at its January 14. On January 11 Mr. Mickens informed staff that the report was not complete and the item would be calendared for the January 28 HRC meeting. On January 27 staff learned that the January 28 meeting had been cancelled. Ms. Gittens said that at this time staff does not know when Mr. Mickens will present his report to his Commission. To her knowledge, HRC's next meeting is February 11. She added that the delay in awarding this lease is costing the Airport \$110,000 a month in lost revenue.

Commissioner Goosby said that an effort is being made by the Board of Supervisors to have the Human Rights Commission divested of the implementation of the MBE ordinance.

Ms. Gittens said that the Rules Committee will be discussing a proposed Charter Amendment at its meeting today.

Commissioner Fleishell asked if any attempt had been made to advise the Mayor of this situation.

Ms. Gittens responded that the new Mayor has not yet been informed.

Commissioner Fleishell said that while the Mayor is facing a serious budget deficit and trying to find ways to cut expenditures and maximize revenues, this money is being wasted.

Ms. Gittens responded that the Commission had decided to wait until HRC's January 28 commission meeting. She said that it would be appropriate to get some action.

Commissioner Fleishell said that the Commission should write to the Mayor advising him on the background of this issue.

Mr. Turpen, Airport Director, said he would take care of it.

Commissioner Tsougarakis noted that a representative of the Mayor's Office was present.

Commissioner Goosby added that the \$1-million being spent in customs on free carts at Herb Caen's urging should be looked at.

\* \* \*

#### F. ITEMS INITIATED BY COMMISSIONERS:

Commissioner Goosby introduced a resolution approving travel to Oshkosh, Wisconsin to inspect fire equipment. He added that this travel would not be at the Airport's expense.

The resolution was unanimously adopted.

No. 88-0021

\* \* \*



G. POLICY:

The following item was unanimously adopted.

2. Policy Regarding Diversion of Revenues

No. 88-0022

Policy to clarify Diversion of Revenue clause in Airport Concession Lease.

Mr. Turpen said that this resolution clarifies the meaning of the term "diversion", found in the Airport's boilerplate retail concession leases. He recommended adopting the resolution in order to avoid confusion and misunderstandings on the part of tenants, since all of the Airport's leases contain that language. He said that this resolution was derived from individual conversations with Commission members.

Mr. Turpen said that in 1980 or 1981, when the Airport put together a revised standard lease format, the diversion clause was one of a number of clauses inserted. He said felt that some framework around this clause is warranted and will serve to guide tenants in their conduct and activities. Without it, it is left in a gray area.

Mr. Turpen said that the key element is when a tenant, either by overt or covert means, induces people away from the Airport to conduct business that they would otherwise conduct on the Airport. If a rental car employee, for example, tells a client that if he rents a car in town rather than at the Airport he will receive a discount, it is a clear intent to divert revenue. He likened this situation to the issue of solicitation with respect to ground transportation. He explained that if a patron wants to take a certain ground transportation service at the Airport he has every right to do so. The conflict comes into play when a patron is induced away from his intended course by some action on the part of the concessionaire.

Commissioner Goosby asked if it would be a violation if a rent-a-car company placed billboards in downtown San Francisco stating that renting a car in town is cheaper than renting a car at the Airport.

Mr. Turpen felt that if a client is in downtown San Francisco and didn't come through the Airport, there is a reasonable expectation that that individual would not come out to the Airport to rent a car. He did agree, however, that such a large sign in Union Square might be a violation.

Commissioner Bernstein suggested that staff contact a realtor, like Ed Plant, who would explain different leases.

Commissioner Tsougarakis felt that the biggest concern would be with Airport rent-a-car agencies offering shuttle service into San Francisco where a client would then receive a 10 percent discount.

Mr. Turpen said that there is no clear definition of diversion in the clause; that determination has been left up to the Director on a case by case basis up to this point. He felt it important that the Commission formalize its view and said that the resolution before the Commission provides the framework to make case by case determinations.

Commissioner Bernstein asked if it wouldn't be simpler to get a percentage of a tenant's downtown business.

Mr. Turpen said that although the current boilerplate leases couldn't be amended at this time, a review would be worthwhile.



Commissioner Tsougarakis felt that the concept was valid.

Commissioner Fleishell asked if it would be a violation for a car rental company to list separate rates for the Airport and downtown in a brochure.

Mr. Turpen responded that he would want time to take a look at that rather than respond casually.

Commissioner Fleishell felt that it would be a violation under the language of this resolution.

Mr. Turpen added that this resolution says that companies have a contractual obligation with the Airport and they pay a fee for certain rights. If they exercise their rights but deny us our money, then that action is in violation of the spirit of our agreement.

Commissioner Fleishell suggested that staff take a look at the non-Airport car rental companies. They advertise that their rates are cheaper because they don't pay a fee to the Airport. He said that one company even uses the Airport logo.

\* \* \*

#### H. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item No. 3 was unanimously adopted as amended.

##### 3. Resolution Awarding Lease Option - Host International

No. 88-0023	Resolution exercising ten-year option on the Host International Food and Beverage Lease.
-------------	--

Mr. Turpen said that the Airports Commission is considering an option to the Host/Marriott food and beverage lease. The concept of that option originated in October 1985 and involves two elements. The first element involves Host/Marriott relinquishing approximately 30 percent of their terminal space equating to approximately 30 percent of their revenue for minority/women business opportunity. The second element, which surfaced about a year ago, was the concept of price control. Under this concept, the Airport would exercise some control over prices using a set formula, a market basket, establishing a definite tangible mechanism for determining the appropriate price of many of the food items offered at the Airport. He said that both issues are combined in the proposal before the Commission but the final lease is not before the Commission. Mr. Turpen said that the final concept contains the following: Host will sublease 10 facilities in three phases. Those facilities generate approximately \$11-million in revenue. There will be two restaurants/bars, a snack bar and an ice cream parlor in phase one; a public cafeteria and an employee cafeteria in phase two; and, in phase three, a restaurant, two bars and an ice cream facility.

Mr. Turpen said that the Commission has been through this repeatedly. He asked that the Commission grant requests to speak on this matter and then direct staff to proceed to finalize the documentation.

Commissioner Bernstein recommended postponing action for 30 days in order to brief the Mayor and his staff on what has been done.

Mr. Turpen responded that he would still like the Commission's approval to finalize the documents while staff is in that process.





Commissioner Bernstein felt that the new administration should have the opportunity to review this issue. He felt that staff should also sit down with the various minority communities to discuss their problems and fears.

Commissioner Tsougarakis said that if the item is simply put over for 30 days without direction to finalize the documents, those 30 days will be lost. She explained that Mr. Turpen was suggesting that the Commission direct staff to finalize the documentation, work with the Mayor's Office and anyone having questions, then return to the Commission with a final version next month. She said she agreed with this approach and felt that proceeding with the paperwork would be in everyone's best interest.

Mr. Turpen added that he wanted approval to proceed with the documentation but did not expect Commission approval for the option until the final documentation has been presented. He said that Commissioner Bernstein's concerns could be addressed within the next thirty days in addition to working on the language.

Commissioner Goosby agreed that staff should be directed to define the language without committing the Commission to an approval. He agreed that staff should sit down with the Mayor's Office and the minority community to work out any differences. He felt it would behoove staff and the minority/women business community to negotiate with Host.

Mr. Turpen said that it is particularly important that this action be taken to alert people that there is an additional 30 days in which to offer input into this process.

Commissioner Fleishell said he did not object to staff moving ahead.

Mr. Turpen reminded the Commission that this all began in October, 1985 and since that time pages of history have been written, and public meetings and meetings with the communities have been held. The community must understand that the Commission has established a deadline and at the end of the 30-day period the Commission will take action, one way or the other.

Commissioner Tsougarakis said she felt very strongly about this and would like to see the facilities operating as soon as possible.

Commissioner Tsougarakis asked that Commissioner Stephens's letter to the Director in which he objected to the pricing concept be added to the record. She also noted that Commissioner Stephens did not make mention of the minority issue in his letter.

Commissioner Goosby commented that Commissioner Stephens has not been on the Commission long enough to realize that it has long been the policy of the Airports Commission to equate the price of items sold at the Airport with providing service to the traveling public. This is not purely a dollar and cents issue. He said that the Commission has been trying to break Host's lease for 10 years, not because they haven't been providing a service but because the Commission wanted minority participation. Now, Host is agreeing to minority participation in exchange for a 10 year extension.

Commissioner Fleishell said that he not only wanted to see the paragraphs that will be changed in the document but the breakdown of the particular restaurants, as well as their earning histories to determine whether or not it's a good deal for minorities and women. He said that at \$1,325,000, the operator of a restaurant would have to gross \$228,000 per month in order to pay the Airport \$34,000 per



month in rent. The payment on a fifteen year note would be \$18,251 a month. Commissioner Fleishell said that if he had \$1.3-million he would put it in the bank at eight percent and get \$132,000 per year and live well at no risk. He said that the Commission has a duty to make sure the deals are good ones.

Commissioner Fleishell said he met with two representatives from Host and his experience in this area is that when an operator owns multiple restaurants separate sets of books must be kept in order to know if a profit is being made and if the type of food the patrons want is being served. He said that since Host does not keep separate books on each restaurant it will be difficult for a minority who does not have expertise in bookkeeping and accounting to know whether he is getting a good deal. He said he would like a better breakdown of what the Airport will be getting.

Commissioner Fleishell concluded his comments by saying that one of the reasons for doing this is to give the Airport the right to control pricing yet in reading a copy of the lease he discovered that the Airport already has that control. He said that paragraph 7A of page 13 states that the lessee must abide by all of the applicable laws of the City and County of San Francisco, one of which created the Human Rights Commission and the right to have minority participation. He also said that the argument that a prior lessee cannot be bound by a subsequent law does not hold true. The airlines are suing the Airport because they have been asked to comply with the prevailing wage ordinance which was adopted seven years after they signed their leases.

With respect to Commissioner Fleishell's first comment, Mr. Turpen said that the Airport has been very aggressive in objecting to price problems and that the Airport is being due processed to death on this issue. The Airport saw an opportunity to take it out of a gray area and place it in very definite formula base language.

With respect to the minority issue, Mr. Turpen said that he was not aware that the Airport could require Host to commit 25-30 percent of its space to minorities. If that were the case he would ask the City Attorney for confirmation and staff would proceed along that line.

Mr. Don Garibaldi, Airports General Counsel, responded that Host is complying with all of the applicable affirmative action requirements at the present time. The laws to which Commissioner Fleishell referred do not reach the issue of subleasing space to minority and small business operators. That cannot be mandated through the existing ordinances the way they are written.

Commissioner Fleishell asked about the existing problem with Duty Free, where they have been required to sublease 30 percent of their space.

Mr. Turpen said that the Airport has not made that requirement of Duty Free, nor will the law allow it.

Commissioner Goosby said Duty Free was doing it voluntarily.

Commissioner Fleishell said he would make the rest of this comments privately.

Commissioners Bernstein and Goosby agreed that any comments should be made publicly, now, so that they could be addressed by staff and the community.

Mr. Turpen said he would return to the Commission in two weeks with



the final lease document and the matter would then be rescheduled for the March 1 Commission meeting.

Commissioner Goosby said that the document lists two categories, one for minority/women business and the other for small business.

Ms. Gittens said that the requirements will contain small business set asides for those facilities that would otherwise qualify as small businesses. The cookie shop or one of the ice cream parlors would be required to be sublet to a small minority or small women's business within the thirty-four percent.

Ms. Gittens said that the definition is a combined \$2-million gross for one principal participating in a business with other principals; the facility itself can only gross \$600,000 if there is only one individual involved. She said that those facilities expected to gross \$600,000 or less would be required to be sublet to a small minority or small women's business.

Commissioner Goosby said that the Human Rights Commission definition of small business is different from ours. He said he saw HRC's letter to the Airport requesting that the Airport's percentage match the City's ordinance and felt that made a lot of sense.

Ms. Gittens pointed out to the Commission that this does not come within the guidelines of the ordinance.

Commissioner Goosby said that although it is not mandated by the ordinance, the Commission can voluntarily do it.

Ms. Gittens said that was true. She said that according to HRC and City Attorney's Office interpretations of the ordinance, this will not be counted.

Commissioner Goosby said that does not matter to the Commission. The Commission is trying to achieve affirmative action. Credit is incidental.

Commissioner Goosby said that if having the special set aside for small business doesn't unduly complicate Host's implementation of this agreement he has no objection to it. He does feel, however, that another layer has been added.

Ms. Gittens responded that that has been a feature of this from the beginning. No objections were made at either of the two public conferences.

Commissioner Goosby said that the ordinance was passed after much debate and to vary from it indicates that advantage is not being taken of those debates and the democratic process that went into the passage of that ordinance. In addition, the wording in that ordinance refers to attempting an equitable representation of the various minority groups in San Francisco. He said that Duty Free voluntarily complied in the International Terminal and felt that had the minority community been aware of Duty Free's cooperation they would not have attacked their downtown operation.

Ms. Gittens responded to Commissioner Goosby's comments by saying that he had an excellent point about the MBE/WBE/LBE ordinance having been the subject of a great deal of debate and having been crafted very carefully. She said that the Airport staff was involved in that debate and in the crafting of that ordinance and she found it very difficult to be unemotional about the fact that elements that staff clearly had included in the ordinance and in the rules and





regulations have been taken away from the Airport in the principal concession program. The Airport was very proud of that program and it was discussed very carefully with the City Attorney's staff and with HRC's staff working on the ordinance and with the City Attorney's staff working on the rules and regulations with the Airport. She said that the Airport was assured that the principal concession program was protected and then, suddenly, it wasn't. She explained that that is why she reacts to statements that staff should stick to the ordinance.

Items 4 through 7 were unanimously adopted.

4. Airports Commission Budget, Fiscal Year 1988/89

88-0024	Resolution approving the proposed Fiscal Year 1988/89 budget of \$154.5-million.
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Mr. Turpen said that the airlines voiced three concerns which are contained in his January 21, 1988 memo to the Commission. He asked for Commission approval of the budget.

5. Exercise Option of Airport Parking Management Operating Agreement

No. 88-0025	Resolution exercising third one-year option for the Airport Parking Management Operating Agreement.
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Mr. Turpen explained that this is the third of five one-year options under section 10 of the original agreement with Airport Parking Management, effective July 1, 1988. The Airport is obligated to secure Proposition J analysis of a comparison of in-house versus contract economies.

6. Option for Rental Car Concession Agreements

No. 88-0026	Five resolutions authorizing the
No. 88-0027	fifth and final one year option for
No. 88-0028	each of the current on-Airport rental
No. 88-0029	car operators.
No. 88-0030	

Mr. Turpen said that this concession will go out for bid with the completion of this last one-year option. Staff will return to the Commission to discuss the long-term physical location of rent-a-cars at the Airport as part of the Master Plan.

Commissioner Goosby asked if the consultant has addressed that issue.

Mr. Turpen responded that the consultant is just getting into it and it should be in the Commission's hands within six to eight weeks. He said that staff will be presenting descriptions of locations and the structure and would be part of the re-bid.



7. Authorization to Conduct a Pre-Bid Conference - Hair Salon

No. 88-0031

Resolution authorizing staff to conduct a pre-bid conference for a Hair Salon.

\* \* \*

I. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Items 8 through 12 were unanimously adopted.

8. Status of Master Plan and Approval for Distribution of: 1) Airport's Response to Comments on Working Paper 'A'; and, 2) Addendum to Working Paper 'A'

No. 88-0032

9. Type II Modification for Contract No. 1753 - Underground Storage Tank Removal and Related Work

No. 88-0033

Resolution approving time extension for Airport Contract No. 1753 from February 2, 1988 to February 2, 1989 maintaining the same unit cost structure.

10. Rejection of All Bids  
Airport Contract No. 1626R -  
Cleanup of Area Northwest of Plot 40

No. 88-0034

Resolution rejecting all bids received for Contract No. 1626R.

11. Award of Contract 1823:  
New Security Facilities at Boarding Area 'D', International Terminal,  
to Cobbledick-Kibbe Glass Company for \$164,057

No. 88-0035

Security check facility will be reconstructed to reflect new procedure and to provide crowd control. Commission approved budget is \$172,000.

12. Authorization for the City of Burlingame to Extend the Pedestrian/  
Bike Path at the Shoreline Bird Sanctuary

No. 88-0036

Resolution approving the extension of the pedestrian/bike path at the Shoreline Bird Sanctuary by the City of Burlingame onto a portion of Airport Property.

\* \* \*



J. CORRESPONDENCE:

Mr. Bill Lazar, President of SuperShuttle, asked the Commission for permission to speak. He said that it has been rumored in the news that Airporter is planning to reinstitute service from the lower level of the Airport to their downtown terminal for \$4.00, under a permit structure of 35¢. He asked if that permit is available to other providers or if there is a list on which an operator could be placed. He asked where that authorization is found in the rules.

Commissioner Goosby said that it was his understanding that Airporter would be hiring non-union drivers and that staff was checking to make sure they would be conforming with the prevailing wage concept.

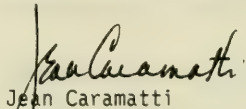
Mr. Lazar asked under what authority does Airporter have the right to provide service from the lower level for 35¢.

Mr. Turpen said he would take a look at it and get back to Mr. Lazar.

\* \* \*

L. ADJOURNMENT TO GO INTO CLOSED SESSION:

There being no further calendared business before the Commission the meeting adjourned at 10:02 AM to go into closed session.

  
Jean Caramatti  
Commission Secretary



D. R. STEPHENS & COMPANY

January 28, 1988

FEB 01 1988

Mr. Louis A. Turpen  
Director of Airports  
P. O. Box 8097  
San Francisco International Airport  
San Francisco, CA 94128

RE: Host Options

Dear Lou:

I will be unable to attend the February 2, 1988, Airport Commission meeting since I will be out of the State on business.

In the event you feel it is necessary that the Host motion be brought to a vote, I would like, for the record, to be clear in regard to my opposition to the granting of an extension to the Host lease. Further, I believe the other Commissioners should consider the ramifications of taking this step.

Firstly, it is my understanding that the Commission already has the opportunity to adjust the prices charged. Accordingly, the benefits set forth in earlier meetings that Host would change their pricing is illusory. Secondly, it is my feeling that, if there were ever a time when the lease could be freely and competitively bid, the income to the airport would be dramatically in excess of the income that Host is paying or that is contemplated to be received under the extension of the lease. In the past, the lease has always been negotiated under circumstances which precluded competitive bidders from participating.

Accordingly, I feel it is in the best interest of the City and the other involved parties that no extension or new lease be given to Host International at this time and would like the record to so state.

Sincerely,



D. R. Stephens

DRS:ab/028/DRSC

cc: Honorable Art Agnos  
Mr. Morris Bernstein  
Mr. J. Edward Fleischell  
Dr. Zuretti L. Goosby  
Mr. Athena Tsougarakis





# **SAN FRANCISCO AIRPORTS COMMISSION**



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## **MINUTES**

MARCH 1, 1988

**ART AGNOS, MAYOR**

## **COMMISSIONERS**

**MORRIS BERNSTEIN**

**President**

**J. EDWARD FLEISHELL**

**Vice-President**

**DR. Z.L. GOOSBY**

**ATHENA TSOUGARAKIS**

**DON RICHARDS STEPHENS**

**LOUIS A. TURPEN**

**Director of Airports**

**San Francisco International Airport**

**San Francisco, California 94128**



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March 1, 1988

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Minutes  
of the  
Airports Commission Meeting

March 1, 1988

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:04 A.M. in Room 282, City Hall, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present:	Morris Bernstein, President Z. L. Goosby Athena Tsougarakis Don Richards Stephens
Absent:	J. Edward Fleishell, Vice President

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of February 2, 1988 were adopted by order of the Commission President.

No. 88-0041

\* \* \*

D. ANNOUNCEMENT BY SECRETARY:

In accordance with Section 54957.1 of the Brown Act, Jean Caramatti, Commission Secretary announced unanimous adoption of resolution nos. 88-0037, 88-0038 and 88-0039 regarding settlements of litigated claims at the closed session of February 2, 1988.

\* \* \*

E. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

\* \* \*



F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

The following item was put over to the call of the Chair.

1. Host Lease Option

Resolution authorizing approval of Host Lease Option.

The following items were unanimously adopted.

2. Entertainment Center/Video Game Room - Authorization to Accept Bids

No. 88-0041

Resolution approving leasehold specifications and authorizing Director to accept bids for the Entertainment Center/Video Game Room in the North Terminal Building.

3. Close-Out Professional Services Agreements and Construction Contracts for South Terminal Reconstruction Program

Resolutions closing out four contracts by fixing final contract price and authorizing Director to accept work as completed and adjust final contract price as required by contract and City's Administrative Code. Neither City nor consultants/contractors has claim against the other.

No. 88-0043

A. Group 4/Architecture Research & Planning, Architects for South Terminal West Entrance Building -- Final contract price: \$646,243.34.

No. 88-0044

B. Marquis/Wong & Brocchini/Associates, Architects for South Terminal Renovation -- Final Contract Price: \$3,597,265.00.

No. 88-0045

C. Construction Contract 1410EF, South Terminal Renovation, Phase II, and Tunnel 'C' Renovation -- Final Contract Price: \$35,070,622.59.

No. 88-0046

D. Construction Contract 1410ABCD, South Terminal Renovation, Phase I, West Entrance Building, Tunnel 'A', and Boarding Area 'A' -- Final Contract Price: \$28,903,105.52.

Commissioner Stephens asked who the contractors were on the last two items.

Mr. Jason Yuen, Administrator, Bureau of Planning and Construction, responded that one was Tutor-Saliba and the other was Williams and Burrows.

Commissioner Stephens asked if the problem with Williams and Burrows had been resolved.



Mr. Yuen responded that the problem had been resolved. The arbitrator sided with the Airport and recommended the award that staff had previously recommended to the Commission.

Commissioner Goosby asked if this was the last problem with the architects.

Mr. Yuen responded that there is one more architect, Anshen Allen, with whom the Airport must negotiate.

Commissioner Goosby asked that the architectural consultant prepare a report for the Commission on how minority architects were involved in the last phase of remodeling. He also suggested that the consultant provide his thoughts on whether or not he felt the venture was successful.

Mr. Yuen responded that the consultant intends to prepare such a report after Anshen Allen has been resolved.

\* \* \*

G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

The following items were unanimously adopted.

4. Bid Call: Contract No. 2023A Traffic Barriers - Airport Guard Shelters and Cancellation of Contract No. 1736, Traffic Controllers Airport Guard Shelters

No. 88-0047

Resolution (1) Approves the scope, budget and schedule for Contract No. 2023A, Traffic Barriers - Airport Guard Shelters and authorizes the Director of Airports to call for bids when ready; and, (2) Cancel Contract No. 1736, Traffic Controllers Airport Guard Shelters. This contract was replaced in part by Contract No. 2023A.

5. Tenant Improvement Guide Supplement No. 4

No. 88-0048

Proposed resolution amending the Tenant Improvement Guide (dated July 1, 1982 Revised - Commission Resolution No. 82-0141) to include new limits of heavy metals; and adopting regulations on Hazardous Materials Emergency Response and Inventory; and amending Appendix D, Storage of Hazardous Substances in Underground Tanks.

6. Travel/Training for Airport Representatives

No. 88-0049

Commissioner Bernstein asked which staff members would be going to the conferences listed.



Mr. Turpen responded that staff tries to forecast the conferences the Airport would be interested in attending. Because the approval process so lengthy, staff routinely asks for approval for more trips than are attended. He said that out of the list of conferences staff selects, only 20-25 percent are attended.

Commissioner Goosby said that while Mayor Feinstein discouraged Commissioners from participating in these conferences, he felt they provided a good opportunity for Commissioners to become more knowledgeable about airport problems. He said he would be interested in the current Mayor's attitude on this issue.

Commissioner Tsougarakis added that she assumed that Commissioners would be willing to pay their own expenses.

Commissioner Stephens agreed that it might be beneficial for a Commissioner to attend some of these conferences but agreed that it should not be at the Airport's expense.

\* \* \*

#### H. CORRESPONDENCE:

Ms. Gittens said that the Human Rights Commission has finally voted on the two complaints filed by Mr. Washington against Duty Free Shoppers. She said that HRC has voted to accept the conciliation agreement that the HRC staff and a three member panel of their Commission negotiated with Duty Free. It was approved at the February 25 meeting.

Commissioner Goosby asked Ms. Gittens if she knew the terms of the agreement.

Ms. Gittens responded that the resolution was not specific to the various terms of the agreement, but she would get them from HRC. She said that HRC found no merit in the issue of falsification of employee records which was the main issue affecting the Airports lease. She reminded the Commission that Mr. Washington alleged that he had reason to believe that Duty Free had over-stated its employment of blacks, but that was found not to be the case.

Ms. Gittens told the Commission that Mr. Mickens had told her that he would write to the Governmental Operations Committee of the Board of Supervisors and ask them to recalendar the item, so it should appear one week from today. She explained that the approval process is still a month away as the item must go before the full Board twice after it leaves the Governmental Operations Committee, and then to the Mayor for signature.

Mr. Turpen commented that this issue was resolved as staff predicted it would be six months ago. He said that no other conclusion was possible under the laws of the City. He assured the Commission that staff would do its very best to work expeditiously to get this in place.

Mr. Turpen said that staff will provide the Commission with a full summary of the events as well as a copy of the agreement.

Mr. Turpen told the Commission that starting the week of May 2 and running for approximately for two weeks, the hearing on the Q707 will be conducted in San Francisco by Judge Kane, an Administrative Law Judge. Mr. Turpen thought that the hearing would be held in the Federal Court building.

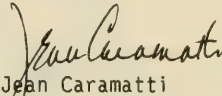




\* \* \*

J. ADJOURNMENT TO GO INTO CLOSED SESSION:

There being no further calendared business before the Commission the meeting adjourned at 9:17 AM to go into closed session.

  
Jean Caramatti  
Commission Secretary



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## **MINUTES**

APRIL 5, 1988

**ART AGNOS, MAYOR**

## **COMMISSIONERS**

**MORRIS BERNSTEIN**

**President**

**J. EDWARD FLEISHELL**

**Vice-President**

**DR. Z.L. GOOSBY**

**ATHENA TSOUGARAKIS**

**DON RICHARDS STEPHENS**

**LOUIS A. TURPEN**

**Director of Airports**

**San Francisco International Airport**

**San Francisco, California 94128**



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Minutes  
of the  
Airports Commission Meeting

April 5, 1988

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:02 A.M. in Room 282, City Hall, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present:	Morris Bernstein, President
	J. Edward Fleishell, Vice President
	Z. L. Goosby
	Athena Tsougarakis
	Don Richards Stephens

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of March 1, 1988 were adopted by order of the Commission President.

No. 88-0050

\* \* \*

D. ITEMS INITIATED BY COMMISSIONERS:

Commissioner Goosby asked that the Commission direct staff to conduct further meetings with the catering truck operators, and, if possible, with the tenants who use their services. He said that there seems to be a certain amount of confusion and questions about livelihoods being threatened and investments in equipment at risk. He thought it would be beneficial for the Commission and staff to have this aired in order to determine if further direction can be given.

Commissioner Goosby said it was his understanding that one catering service has already received permission to operate on airline space but that staff denied the permission.

Commissioner Fleishell commented that if the airline was offering leased space there should be no problem.

Commissioner Tsougarakis proposed that staff meet with the operators to determine if anything can be done to achieve an equitable resolution to this situation so that the issues of service and safety are satisfied.

Commissioner Goosby said that some employee groups are upset because of



the distances they will have to travel to purchase food. He said that the postal employees have reacted to this move and that a representative is present to explain their concerns.

Mr. Lou Turpen, Airport Director, explained that the Airport embarked on a program to try and relocate some of the mobile catering units from the public right-of-way areas due to this impingement on the roadways and other concerns. He said that each operator is currently required to purchase a permit from the Airport for \$100 a year. Staff felt that the Airport as well as the operators would be better served if they operated from leased property. The Airport would, in turn, forego the \$100 permit. Mr. Turpen said that while the concept seemed like a good solution, problems arose as staff began to implement some of the particulars.

Mr. Turpen said that staff would meet with the operators having problems, either individually or collectively, to try to come to resolution. He assured the Commission that it was never the intention to put these operators out of business or to "chase" them off the Airport; it was thought to be a good generic solution to a problem. He said he was certain staff could resolve the problems. Mr. Turpen said that the operators will reserve the right to return to the Commission if their concerns are not satisfactorily resolved.

Commissioner Stephens felt that Mr. Turpen's idea was a good one and did not feel it was necessary to hear comments from the operators at this time.

Commissioner Goosby said that one operator wanted to submit signed petitions to the Commission and asked that those petitions be submitted to the Commission Secretary. He felt that the operators should be allowed to address the Commission if they wished.

Commissioner Stephens agreed but felt that staff should first be given the opportunity to resolve this issue.

Commissioner Goosby argued that the operators still had the right to address the Commission.

Commissioner Bernstein agreed with Commissioner Goosby. He asked Mr. Turpen to meet with the operators.

Mr. Turpen said that staff would set up a meeting but added that he did not think that every operator was having a problem.

Commissioner Goosby asked that the operators leave their names with Mr. Turpen.

Commissioner Tsougarakis said that if the operator's concerns were not resolved to their satisfaction they could appeal to the Commission at its April 19 meeting. In the meantime, staff will meet at the Airport with the operators to deal directly with individual concerns.

Commissioner Goosby asked that a "New Business" heading be added to future calendars.

\* \* \*



E. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item No. 1 was put over to the April 19 meeting.

1. Requesting the California Public Utilities Commission (PUC) to Place a Moratorium on New or Pending Licenses for Ground Transportation Carriers Proposing to Serve San Francisco International Airport

Airport staff is recommending that the Airports Commission pass a resolution requesting the California Public Utilities Commission to place a moratorium on new and pending applications from ground transportation carriers desiring to provide service to and from San Francisco International Airport.

Mr. Turpen said that the Public Utilities Commission has indicated that they would consider placing a moratorium on new or pending licenses for ground transportation access to San Francisco Airport if the Airports Commission made such a request. Mr. Turpen said that while Greig Harvey is concluding his report and the California PUC is in the midst of amending their rules and regulations, additional carriers continue to be introduced into a very congested environment. He explained that most mass transit vehicles leave the Airport with very few passengers so these carriers are not being introduced because there is a problem satisfying demand.

Mr. Turpen told the Commission that this moratorium would not exceed 12-months. He felt that the PUC and Airport staff needed the time to work together in order to come up with a better mechanism for controlling access to SFO on the basis of demand and responsiveness to demand as opposed to whoever applies.

Mr. Turpen urged the Commission's support on the moratorium and gave his assurance that staff would return with some type of coordinated, comprehensive plan for dealing with the issue of access to the Airport.

Ms. Marcia Smolens, representing Super Shuttle, said that Super Shuttle understood the Airport's problem with congestion and access. She told the Commission that the Peninsula has difficulty obtaining good service to the Airport and her company has been working to expand service to that area. She requested a two-week continuance in order to clarify any legal questions as to whether or not Super Shuttle will be affected by the moratorium.

Mr. Turpen said that two weeks would not have a significant impact.

Commissioner Fleishell asked when Greig Harvey's traffic study would be completed.

Commissioner Tsougarakis responded that she spoke with him yesterday and he indicated that the report would be ready this week.

Commissioner Fleishell said that he has had the rough draft for four months and has been waiting to hear from him.

Commissioner Tsougarakis responded that Mr. Harvey has taken on two additional issues in the meantime and she felt the results of the study will warrant the extra time he is taking.





Commissioner Fleishell commented that there are other applications pending with PUC. On the basic issue of licensing, he said that the Airport should license vehicles rather than companies, which is the current practice. He argued that one carrier might have only one vehicle while another carrier might have 100 vehicles.

Commissioner Fleishell said he had no objections to a continuance.

Mr. Turpen said that this item will be placed on the April 19 calendar.

The following items were unanimously adopted.

2. Selection of a Financial Advisor

No. 88-0051	Resolution authorizing Airport staff to request proposals from firms to serve as Airport Financial Advisor.
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Commissioner Stephens asked which companies would receive requests for proposals.

Mr. Turpen responded that RFP's would be sent to every name staff can come up with.

Commissioner Stephens assumed that Goldman Sachs and all the other major firms would be included.

Ms. Angela Gittens, Deputy Director for Business and Finance, responded that 20 to 25 firms contacted the Airport before word was out that Solomon Brothers was abandoning the municipal market. Another 30 firms have contacted the Airport since that time.

Commissioner Stephens said that several people have contacted him.

Ms. Gittens asked for those names.

Mr. Turpen said that staff will send the Commission a list of persons who have contacted the Airport or expressed an interest. He asked the Commission to provide staff with any names not included on that list.

Ms. Gittens reminded the Commission that this is for a financial advisor not an underwriter. She said that while some firms handle underwriting they do not function as financial advisors.

Commissioner Goosby highlighted the fact that the evaluation criteria contains language indicating that joint ventures are eligible. He asked how the five percent would be given.

Ms. Gittens responded that there would be a point scale and the preference would be applied after the ranking.

Commissioner Goosby asked why the selection committee would consist of other City employees rather than a panel of Airport people.

Ms. Gittens responded that Airport people will be included however it is a tradition in the City to include individuals from various departments on these panels. She said that the Airport does not have to follow that tradition, it was merely a suggestion.

Commissioner Goosby asked Ms. Gittens if she felt it was an advantage.



Ms. Gittens responded that it can be if other departments have had experience with other financial advisors and different deals. In the event that there are a lot of applications to screen she said that she would use the screening committee to pare the list down to a manageable number rather than be faced with interviewing 10 or 12 firms. .

Commissioner Fleishell asked why airline representatives were not being included as they have more experience in airline financing than anyone.

Ms. Gittens disagreed with Commissioner Fleishell, explaining that this is not airline financing, it's Airport financing and Airport revenue bonds.

Commissioner Fleishell said that airlines are the bottom-line underwriters of our bonds. They do all the financing at every airport in the country.

Ms. Gittens responded that unlike airline finance people, station managers and airline property managers, the people with whom staff deal, don't know anything about airport financing.

Commissioner Stephens suggested using airline finance people. He felt that they would appreciate being included since the airlines, in the end, would end up paying for a large percentage of a bad finance package.

Ms. Gittens said that airline finance people can be invited.

Mr. Turpen said that there are airline people who have had that exposure but many of them have retired.

Commissioner Goosby said that staff should make sure that those individuals coming from outside City service understand the City's priorities. He said he felt comfortable that other departments have the same priorities and sensitivities to minorities, women and the affirmative action program. He asked for a list of applicants.

Mr. Turpen said that this would simply be an advisory group. He has no problem with seeking input from qualified people and putting that input in the proper perspective. He felt that staff's track record in that regard was well established. He reminded the Commission that it has the right of acceptance or refusal of staff's recommendations.

3. Resolution Awarding the Foreign Currency Exchange Lease

No. 88-0053

Resolution awarding the Foreign  
Currency Exchange Lease to Deak  
International Limited

Mr. Turpen explained that this lease replaces the current operator of the foreign currency exchange facility. He said that the successful bidder, Deak International, operated at the Airport a number of years ago.

4. Design Review: Boarding Area 'E' Retail Concession Lease

No. 88-0052

Design review of the four stores under  
the Boarding Area 'E' Retail  
Concession Lease.



F. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

The following items were unanimously adopted.

5. Retirement Resolution for Charles C. Athas

No. 88-0054

6. Retirement Resolution Leo Benedetti

No. 88-0055

7. Type II Modification for Contract 1416C  
Delta Air Lines Facilities  
South Terminal and Boarding Area 'C'

No. 88-0056

Contract modification to include additional work requested by Delta Air Lines and Airport. In accordance with agreement between Airport and Delta, the cost will be shared as follows:  
Delta: \$91,442.64; Airport: \$31,196.00.

8. Resolution Correcting Lease Modification

No. 88-0057

Resolution correcting clerical error in a prior modification of Lease and Use Agreement No. 82-0125, Trans World Airlines, Inc.

9. Rejection of All Bids:  
Contract No. 2023A - Two Airport Guard Shelters

No. 88-0058

Resolution rejecting the two (2) bids received for Contract No. 2023A.

10. Contract No. 1727:  
Emergency Pavement Repairs (1986-87)  
Agreement to Close Out Contract

No. 88-0059

Resolution authorizing the Director of Airports to execute an agreement approving payment of monies not in dispute to allow for closing out the contract.

11. Rental Credit for Air France

No. 88-0060

Resolution approving rent credit for Air France for work performed on behalf of the Airport.





## 12. Travel/Training for Airport Representatives

No. 88-0061

\* \* \*

### Discussion on Mobile Catering Truck Operations

Commissioner Goosby asked if anyone wished to address the Commission. He said that petitions should be submitted to the Commission Secretary.

Mr. John Stevens, Kitchen on Wheels, said he currently operates a mobile catering service at the Airport. He said he has been operating by permit for 11 years and since that time he has put approximately \$100,000 into his operation. He said that he received a letter the other day cancelling his permit for no reason.

Mr. Stevens said that for 10 years he has been trying to meet with Airport staff to correct some of the problems. He added that his rental is \$100 per month, not per year, and, he is required to carry insurance at a cost of \$18,000 per year.

Mr. Stevens said that since he has been at the Airport he has had two heart attacks and his wife has had two cancer operations.

Mr. Stevens said that he does not know why United, AA or any other carrier would have an obligation to give him work. He said that he has been paying rent to the Airport for 11 years and he is about three miles from the terminals. He asked what will happen to him when he is put off the Airport and why his permit was being cancelled after 11 years.

Mr. Stevens said that if there is a meeting at the Airport he wants the Commission to instruct Mr. Turpen to bring in a third party.

Mr. Stevens said that the other day he asked an Airport staff member why his permit was being cancelled and she responded that she did not know. He said that he asked for a letter assuring him that his permit was not being cancelled so that his business could be taken over by another operator. When he asked where he could go he said he was told that that was his problem.

Mr. Stevens said that problems could be corrected with a meeting but was told on several occasions that staff had no time.

Mr. Stevens said that he was put out of business at the Airport three times and that he was put in his current location by Jerry Copelan, the head of property management.

Mr. Stevens said that without a meeting these issues cannot be resolved.

Commissioner Goosby assured Mr. Stevens that there will be a meeting.

Mr. James Quiett, Jun's Catering, agreed with Dr. Goosby and felt it best to wait for a meeting with staff in order to give the Commission, staff and the catering truck operators an opportunity to reevaluate this issue. He said that he had some ideas of his own.

Commissioner Bernstein said that staff will meet with the operators and if there are further complaints they can return to the Commission at a subsequent meeting.



\* \* \*

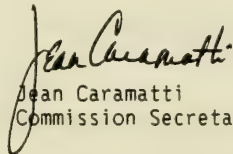
G. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*

I. ADJOURNMENT TO GO INTO CLOSED SESSION:

There being no further calendared business before the Commission the meeting adjourned at 9:36 AM to go into closed session.

  
Jean Caramatti  
Commission Secretary



THE EMPLOYEES OF THE UNITED AIRLINES

To the Airports Commission or To Whom It May Concern:

Jun's Catering is performing a much needed service to us, they are closeby and they have good fresh sandwiches everyday and serve a variety of fresh home cooked dinners..their prices are reasonable and within our means. we never complained about their foods.

As everybody knows we have only 15 to 30 minutes lunch-breaks and we don't have time to get in our cars and look for food at night.

On weekdays, they start at 5:00 P.M. when almost all employees have gone home so there is very little traffic. they leave at 2:30 A.M.

On Saturdays, they start at 8:00 A.M. and depart at 2.30 A.M. Sunday.

Jun's Catering has been and continuous to give this vital service since 1979.

So, we, the employees of the United Airlines respectfully petition the Airports Commission or whoever is empowered to do so, to please allow Jun's catering to perform this important and needed service to us.

Thanking you ever so much, we remain

Very respectfully yours,

*Larry J. East*  
*Richard F. Ryan*  
*Richard Thompson*  
*Walter Youngkin*  
*Le McE*  
*Robert Minter*  
*James Lewis*

*John*  
*J. King*  
*Stanley B. Hoff*  
*Frank W. Mair*  
*Randy Samms*  
*Mark*



1. EMPLOYEES OF THE UNITED AIRLINES

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Thanking you ever so much, we remain

Very respectfully yours,

AL) Jay K. Jeremiah  
AL) Art Politt  
Charles Lynch 77436  
Serge J. De Vaker  
W. Ray Harrison

Charles R. Jones (UAL)  
Larry D. MacLean UAL  
Wes J. D. UAL  
42841  
James M. Chapman





DAN RHODES

1110 HADDOCK. OR SM. 94402



NAMES:

ADDRESS:

S. J. May  
 Hal S. Dargatzis  
 Thomas B. Duff  
 Jimmie  
 Jack O. Summers  
 Ron Saiti  
 M)  
 J. Arakaki  
 Ed. Ellison  
 Bob & Nedrozi  
 Tanya & Kenny  
 Mike Mike  
 Dan  
 Jason  
 Thomas  
 Chester A. Banks  
 George  
 Wm. J. Dwyer  
 William  
 Robert  
 C. M. Brown  
 Jay  
 Robin Doyle  
 Richard  
 Paul  
 John  
 John  
 John

SFO GQ  
 SFO CG  
 SFO CG  
 SFOMM  
 SFEMM (UAL)  
 SFOMM  
 SFOFFA (ATA CARGO)  
 SFOPD  
 SFOOV  
 SFOOV  
 SFOWR  
 SFOMP  
 SFOPK  
 SFOWR  
 SFOPD  
 SFOPI  
 SFOWR (UAL)  
 SFOPI  
 SFDEP  
 SFOZQ  
 SFOOV  
 SFOOV  
 SFODW  
 NWA SFO FF  
 NWA SFO FF  
 SFOMK  
 SFCE UAL  
 SFID  
 Santa Mesa



Chas W Bly







THE EMPLOYEES OF THE HERTZ

To the Airports Commission or To Whom It May Concern:

Jun's Catering is performing a much needed service to us. They are closeby and they have good fresh sandwiches everyday, and serve a variety of fresh home-cooked dinners. Their prices are reasonable and within our means. We have never complained about their foods.

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Jun's Catering has been and continous to give this vital service since 1979.

So, we, the employees of the HERTZ, respectfully petition the Airports Commission or whoever is empowered to do so, to please allow Jun's Catering to perform this important and needed service to us.

Thanking you ever so much, we remain

Very respectfully yours,

WES SCNETT

BOB ARON

SCARLETT

STEWART

WILLIAM

SUBARMIN

JOHN GILLES

W. E. T. COSY

KATHY VINEY

MALSKA

LAZ

LONGMAN

Claire A. Hampton



## NAME:

## ADDRESS:

STEVE COOK

125 PACIFIC AVE

Ernie Walker

SF RAISIN ST

BOBBY NAIR

1284 EDGEWOOD AVE

Ed Clay

925 VISTA GRANDE

J. Todd Bell

35 Kent Cir. APT 11 PC

Charles Stanley

2954. Seminary Ave. Oak. CA

711 9th Ave St.

Alex Dore

25200 Calabasas Blvd. Hayward, Ca.

Gilda Thacker

81 LITTLEFIELD TERRACE SF 9407

NATHY HENG

257. Rainbow Ave San Mateo

Oscar O. Hernandez

Hertz Corp. SFO Airport

Helen Dore

Hertz Corp

Jenni Zimmerman

405 GARDENWAY, D.R.

Renee Dore

John Dore

Hertz Corp

Jim Gray

Hertz Corp SFO Airport

Sue Gray

Hertz Corp

Jim Benfante

481 23rd Ave. San Mateo

Ben Benfante

Hertz SFO

Mal Kivertark

Hertz SFO

John J. Martinez

Hertz SFO

Ellis Chapp

Hertz SFO

Ken Seeks

Hertz SFO



THE EMPLOYEES OF THE AMERICAN AIRLINES

To the Airport Commission or to Whom It May Concern:

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Jun's Catering has been<sup>+</sup> continuous to give this vital service since 1979.

So, we, the employees of the American Airlines respectfully petition the Airport Commission or whoever<sup>is</sup> empowered to do so, to please allow Jun's Catering to perform this important and needed service to us.

Thanking you ever so much, we remain

Very Respectfully yours,

*Tommy Grozier*  
*Steve*  
*S. C. Ca*  
*Carly*  
*AA*

*Wing Lee*  
*Paul G. L...*  
*Winn H.*  
*Jesse T. Honey*





NAME:

ADDRESS:

Brian Russell

76 Vernon St. SF. 94132

ADAM TAYLOR

MARK CHEN

Kurt Thornton

P.O. Box 28241 SF CA

~~Jeffrey~~  
~~Jeffrey~~  
~~Jeffrey~~

24455 BEVELY FREMONT CA 94536

649 Lincoln St Daly City - 94014

P.O. Box 28241 S.F. CA 94128

" " " " " "

Forrest Laune  
HUI RUSH

T. Finau

2460 ROLLINGWOOD DR 94066

Jo Collins

824 Blackstar Drive

Gregory L. Lee

459 GATEWAY DR

Bill Cheng

669 MC MAHON DR PACIFICA

Steve Hein

11 Cranham Ct Pacifica 94044

Vai J. Maifu

1209 New Bridge Ave S. Mateo 94021

WILL E. PETERS

58 ALPETH CT SF. 94124

JOE GRAMMENGON

18 KENT CT SAN MATEO, CA

Jo

304 Orchard Redwood

RICH PARENT AA

438 VERA #2 Redwood CT

Nathaniel Thomas

59 Longview Dr Daly City

Cadey Ing

1130 King St RUC

Wade Williams

384 Susie Way #4 S.F.

Todd Cole

735 Niantic Dr FC. 94004

Stephen Reese

153 Bellevue Ave DC 94014

Heather Flies

927 GELBERT BLVD DC 94015

Leslie

119 4 GARDNER AVE

Donna

32711 GILBERT ST. S.F.

Cesar Contreras

Theresa

512 Plymouth ST. S.F.





THE EMPLOYEES OF BUTLER AVIATION

to the Airports Commission or to Whom it May Concern:

Jun's Catering is performing a much needed service to us. They are closeby and they have good fresh sandwiches everyday, and serve a variety of fresh home-cooked dinners. Their prices are reasonable and within our means. We have never complained about their foods.

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On Saturdays, they start at 8:00 A.M. and depart 2:30 A.M. Sunday.

Jun's Catering has been and continues to give this vital service since 1979.

So, we, the employees of the Butler Aviation respectfully petition the Airports Commission or whoever is empowered to do so, to please allow Jun's Catering to perform this important and needed service to us.

Thanking you ever so much, we remain

Very respectfully yours,

King  
Tom Jones  
Paul Jones  
John P. Smith

Richard J. Butler BUTLER  
Mitchell Smith AVIATION  
Barton Fries Gateway FTSWS  
Butler



DHL HERBERT CAWK

DHL ALAA BARAKAH

Doc. Dean H. ELLISON



THE EMPLOYEES OF THE DYN AIRLINES

To the Airports Commission or To Whom It May Concern:

Jun's Catering is performing a much needed service to us. They are closeby and they have good fresh sandwiches everyday, and serve a variety of fresh home-cooked dinners. Their prices are reasonable and within our means. We have never complained about their foods.

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Jun's Catering has been and continous to give this vital since 1979.

So, we, the employees of the Dyn Airlines respectfully petition the Airports Commission or whoever is empowered to do so, to please allow Jun's Catering to perform this important and needed service to us.

Thanking you ever so much, we remain

Very respectfully yours,

Danny Milton  
Wida Mawaho  
Sharon Luen  
X. Long  
Aligita  
P. Pappas  
Solome Tulofuka  
Atter

Jimmy R. Bray  
Helena Elias  
Mahmadi Ufa  
Tong Ufa  
Shaei Infusa  
Dalun Infusa  
Deveta Infusa





THE EMPLOYEES OF THE MEXICANA AIRLINES

To the Airports Commission or to Whom It May Concern:

Jun's Catering is performing a much needed service to us. They are closeby and they have good fresh sandwiches everyday, and serve a variety of fresh home-cooked dinners. Their prices are reasonable and within our means, we have never complained about their foods.

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Jun's Catering has been and continuous to give this vital service since 1979.

So, we the employees of the Mexicana Airlines, respectfully petition the Airports Commission or whoever empowered to do so, to please allow Jun's Catering to perform this important and needed service to us.

Thanking you ever so much, we remain

Very respectfully yours,

*Jose M. O.* MEX.  
*Kristo Rego* MX  
*Jose Leon* MX  
*Sam Turner* MX  
*Robert L. Smith* MX  
*Ricardo Brito* MX



THE EMPLOYERS OF THE CONFIDENTIAL

To the Airports Commission or to Whom it May Concern;

Jun's Catering is performing a much needed service to us. They are closeby and they have good fresh sandwiches everyday and they serve a variety of fresh home-cooked dinners. Their prices are reasonable within our means. we have never complained about their foods.

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On Saturdays, they start at 8:00 A.M. and depart at 2:30 A.M.  
Sunday.

Jun's Catering has been and continuous to give this vital service since 1979.

So, we, the employees of the employees of the Continental, respectfully petition the Airports Commission or whoever is empowered to do so, to please allow Jun's Catering to perform this important and needed service to us.

Thanking you ever so much, we remain

Very respectfully yours

Yes Mallory  
Moberly  
H. S. Evans  
Ken Moberly  
Albert Hoh  
GORDON E R  
A. R. J.

Very respectfully yours,  
 Dennis B. Butler  
 [Signature]  
 [Signature] Navaho  
 [Signature] 87120  
 [Signature] 411 F-5  
 [Signature]



**CLAMES:**

Walter R.  
Ad Wm  
~~Evel~~  
Atkinson  
For T. J. J.  
Hickel & Co.  
T. J. J.

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THE EMPLOYEES OF THE AVIS

To the Airports Commission or to whom it May Concern:

Jun's Catering is performing a much needed service to us. they are closeby and they have good fresh sandwiches everyday, and serve a variety of fresh home-cooked dinners. their prices are reasonable and within our means. we have never complained about their foods.

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Jun's Catering has been and continous to give this vital service since 1979.

So, we, the employees of the Avis respectfully petition the Airports Commission or whoever is empowered to do so, to please allow Jun's Catering to perform this important and needed service to us.

Thanking you ever so much, we remain

Very respectfully yours,

*Michael Rann*  
\_\_\_\_\_  
*Michael Rann*  
\_\_\_\_\_  
*Michael Rann*  
\_\_\_\_\_  
*Michael Rann*  
\_\_\_\_\_  
*Michael Rann*  
\_\_\_\_\_

*Joséphine Christophe*  
\_\_\_\_\_  
*Joséphine Christophe*  
\_\_\_\_\_  
*Joséphine Christophe*  
\_\_\_\_\_  
*Rouffaind Avis*  
\_\_\_\_\_  
*Joséphine Christophe* AVIS RAL





NAME:

Robert Starles  
Shul Levi  
Came W. Hy

AT LESS:

1820 Almaden AVE



THE EMPLOYEES OF THE DELTA AIRLINES

To the Airport Commission or To Whom It May Concern:

Jun's Catering is performing a much needed service to us. They are closeby and they have good fresh sandwiches everyday, and serve a variety of fresh home cooked dinners. Their prices are reasonable and within our means. We have never complained about their foods.

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On Saturdays, they start at 8:00 A.M. and depart at 2:30 A.M. Sunday.

Jun's Catering has been and continous to give this vital service since 1979.

So, we, the employees of the Delta Airlines respectfully petition the Airport commission or whoever is empowered to do so, to please allow Jun's Catering to perform this important and needed service to us.

Thanking you ever so much, we remain

Very Respectfully yours,

A. De Mayo  
460 89TH ST D.C. CA.  
R. Bixby  
33300 Mission Blvd #160 Union City  
CA

F. J. Viti  
John Foco  
M. Delaney  
Reynolds



John B. L...  
Edward E. L... Jr.

VICTORINO L. MARIN

Hank Yee

Richmond  
Joseph J. Michel  
James J. Brown

2700 PINE-TOWN - SAN BRUNO

920 Springgate Lane, Holy City

715 HAMPSHIRE ST. SEC. 94110

171 Valleyview Way S.E.

3277 WILSON AVE Sd

PO BOX 280993 SF 94128





NAMES:

AIRLINE

Jose Antonio Raya  
FRANCISCO DIAZ  
NEATASI C MATUA.

Jose Antonio  
Jose Antonio

28 NORWICH ST.  
ARIZ.



THE EMPLOYEES OF ASSOCIATED LIMOUSINE

To the Airport Commission or To Whom it May Concern;

Jun's Catering is performing a much needed service to us; They are closely and they have good fresh sandwiches everyday and serve a variety of fresh home cooked dinners. Their prices are reasonable and within our means. We never complained about their foods.

As everybody knows we have only 15 to 30 minutes lunch break and we don't have time to get in our cars and look for food at night.

On weekdays, they start at 5:00 P.M. when almost all employees have gone home so there is very little traffic. They leave at 2:30 A.M.

On Saturdays, they start at 8:00 A.M. and depart at 2:30 A.M. Sunday.

Jun's Catering has been and continues to give this vital service since 1979.

So, we, the employees of the Associated Limousine respectfully petition the Airport Commission or whoever is empowered to do so, to please allow Jun's Catering to perform this important and needed service to us.

Thanking you ever so much, we remain

Very respectfully yours,

NAME:

Ron Tessler  
Adrian Tessler  
W. L. H.

ADDRESS:

Deane Hirsch



NAMES:

ADDRESSES:

JOHN ECKSTEIN

1617 NORTHPOINT - SF.

Elizabeth J Taylor

Melvin Williams

Jean Busch

PO 1599 El Granada

Michael Saksfeld

339 Foster Ave # 8 OK 94606



THE EMPLOYEES OF P S A

To the Airports Commission or To Whom it May Concern:

Jun's Catering is performing a much needed service to us. They are closeby and they have good fresh sandwiches everyday, and serve a variety of fresh home-cooked dinners. Their prices are reasonable and within our means. We have never complained about their foods.

As everybody knows, we have only 15 to 30 minutes lunch-breaks and we don't have time to get in our cars and look for food at night.

On weekdays, they start at 5:00 P.M. when almost all the employees have gone home so there is very little traffic. They leave at 2:30 A.M.


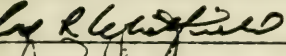
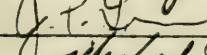
On Saturdays, they start at 8:00 A.M. and depart at 2:30 A.M. Sunday.


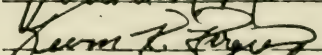
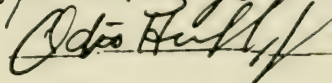
Jun's Catering has been and continues to give this vital service since 1979.

So, we the employees of the PSA, respectfully petition the Airports Commission or whoever is empowered to do so, to please allow Jun's Catering to perform this important and needed service to us.

Thanking you ever so much, we remain

Very respectfully yours,

W. B. S.   
C. R.  PSA  
J. P.   
Michael Smith  
R. Davis

  
Vincent N. M.  
R.   
C. 





~~ALBERTO MONTER~~

ROBERTO LOPEZ

BEN KWONG

B. Kays

Harold J. Davis

James J. Smith

Frank Wink

Kue Osborne

Victor H. Johnson Jr.

David J. Roberts

Eddie Wright

Charles Bergman

ALEXANDER BENAVIDES

DANLO ROBERTSON

Mike Persson

630 Aviator Ave Millbrae

3190 FA. VAN DE SAN BRUNO C.

381- 31st AVE SAN FRANCISCO, CA

3046 Palo Alto

234 Holliston Dr SF CA 94111

4812 - 36th St Oakland, Ca

6920 Lasser St Pleasanton

225 Hillcrest Dr. Daly City, Ca

5645 BANCROFT AVE Berkeley

1640 Gum St San Mateo

40 P.A.L

40 PAL



THE EMPLOYEES OF THE AIR CRAFT SERVICE

To the Airport Commission or To Whom It May Concern:

Jun's Catering is performing a much needed service to us. They are closeby and they have good fresh sandwiches everyday and serve a variety of fresh home-cooked dinners. Their prices are reasonable and within our means. We never complained about their foods.

As everybody knows we have only 15 to 30 minutes lunch breaks and we don't have time to get in our cars and look for food at night.

On weekdays, they start at 5:00 P.M. when all the employees have gone home so there is very little traffic. They leave at 2:30 A.M.

On Saturdays, they start at 8:00 A.M. and depart at 2:30 A.M. Sunday.

Jun's Catering has been and continues to give this vital service since 1979.

So, we the aircraft service employees respectfully petition the Airport Commission or whoever is empowered to do so, to please allow Jun's Catering to perform this important and needed service to us

Thanking you ever so much, we remain

Very Respectfully Yours,

NAME:

John F. Fong  
John F. Fong  
John F. Fong  
John F. Fong  
John F. Fong

ADDRESS:

A.S.I.I. SFO  
A.S.I.I. SFO  
A.S.I.I. SFO  
A.S.I.I. SFO



NAME

~~NAME~~

Sam Vimen

Rob Kelley

mael A Edward

Quinn Davis

A.S.I. S.F.O

ASBI

ASI SPO

ASI SFO





JOE Pile

ASTI \$FC



THE EMPLOYEES OF THE NORTHWEST AIRLINES

To the Airports Commission or to Whom it May Concern:

Jun's Catering is performing a much needed service to us, they are closeby and they have good fresh sandwiches everyday and serve a variety of fresh home-cooked dinners. Their prices are reasonable and within our means. We never complained about their foods.

As everyday knows we have only 15 to 30 minutes lunchbreaks and we don't have time to get in our cars and look for food at night.

on weekdays, they start at 5:00 P.M. when almost all employees have gone home, so there is very little traffic. they leave at 2:30 A.M.

On Saturdays, they start at 8:00 A.M. and depart at 2:30 A.M. Sunday.

Jun's Catering has been and continous to give this vital service since 1979.

So, we, the employees of the northwest Airlines respectfully petition the Airports Commission or whoever is empowered to do so, to please allow Jun's Catering to perform this important and needed service to us.

Thanking you ever so much, we remain

Very respectfully yours,

Joseph Stator  
Robert M. M. M.  
Warren Cooper  
Thomas J. McWay III

James E. Evans  
Drew Pelletier  
Michael K. Kearney  
Horn Polinsky



THE EMPLOYEES OF THE NORTHWEST AIRLINES

To the Airports Commission or To Whom It May Concern:

Jun's Catering is performing a much needed service to us, They are closeby and they have good fresh sandwiches everyday and serve a variety of fresh home-cooked dinners. Their prices are reasonable and within our means. We never complained about their foods.

As everyday knows we have only 15 to 30 minutes lunchbreaks and we don't have time to get in our cars and look for food at night.

On weekdays, they start at 5:00 P.M. when almost all employees have gone home, so there is very little traffic. They leave at 2:30 A.M.

On Saturdays, they start at 8:00 A.M and depart at 2:30 A.M. Sunday.

Jun's Catering has been and continous to give this vital service since 1979.

So, we, the employees of the Northwest Airlines respectfully petition the Airports Commission or whoever is empowered to do so, to please allow Jun's Catering to perform this important and needed service to us.

Thanking you ever so much, we remain

Very respectfully yours,

Deane Lebeck  
William W. Wain  
Marcus Neffell  
Mark W. Wain

Bill Stern  
John Wain  
Ray Wain  
Pat Wain



Del. Newman  
Gibbs & Co. Inc.  
B. Gork-Helm  
Kempthorne  
Hardy Brown  
Roger Swenson  
Meylan & Co.





THE EMPLOYEES OF PAN AM

To the Airports Commission or To Whom It May Concern:

Jun's Catering is performing a much needed service to us. They are closeby and they have good fresh sandwiches everyday and a variety of fresh home-cooked dinners. Their prices are reasonable and within our means. we have never complained about their foods.

As ~~everybody~~ know, we have only 15 to 30 minutes lunchbreak and we don't have time to get in our cars and look for food at night.

on weekdays, they start at 5:00 P.M. when almost all employees have gone home so there is very little traffic. they leave at 2:30 A.M.

On Saturdays, they start at 8:00 A.M. and depart at 2:30 A.M. Sunday.

Jun's Catering has been and continuous to give this vital service since 1979.

so, we, the employees of the Pan Am respectfully petition the Airports Commission or whoever is empowered to do so, to please allow Jun's Catering to perform this important and needed service to us.

Thanking you ever so much, we remain

Very respectfully yours,

Richard Morales PAA John L. Farn PAA  
Walter Birch PAA Alvin Hillborn PAA  
Bob Fries PAA R. W. J. PAA  
Joe Farn PAA James J. PAA  
Don Supp PAA James J. PAA



NAME:

~~R. H. Green~~  
~~Thomas S. Thompson~~  
Lina Bottoms  
Joe Burton

ADDRESS:

PAN AM  
PAN-AM  
Pan-Am  
PAN-AM



JUN'S CATERING  
658 Moana Way  
Pacifica, Ca. 94044

To the Airport Commission or To Whom It May Concern,

On Feb. 9, 1938, we recieved a letter from the Airport Commission stating that, effective April 15, 1938, catering trucks will be prohibited from conducting business on the Airport's unleased property.

That, in order to continue operating at the Airport, we have to obtain a non-terminal tenants approval to park on it's premises and be treated as it's vendor.

The Airport recognizes that the catering truck operators provide a service that is both appreciated and needed by their non-terminal tenants.

Jun's Catering serves not only made-to-order fresh sandwiches daily but also a variety of fresh home-cooked dinners.

The Commission has also cited that the reason for terminating our permits is because we are blocking traffic.

Jun's Catering would like to inform everyone that it is the only catering truck that works nights and Saturdays when there is very little traffic, since almost all the employees have gone home.

We are law-abiding citizens and we have never been involved in any accident in all of our nine years of service at the Airport.

The employees of the non-terminal tenants would like us to continue giving them our vital and much needed service.

As proof of their intentions, we enclosed signed petitions urging whoever is empowered to do so, to please let Jun's Catering to continue our service to them.

There are 15 different petitions from 15 different airlines plus the Post Office.

These are the people who would like us to stay.  
Hoping for a favorable consideration, we remain.

Very respectfully yours,

*Celso S. Huqueriza Jr.*  
Celso S. Huqueriza Jr. Co-Owner  
Conchita S. Huqueriza Co-Owner

*Conchita S. Huqueriza*





P E T I T I O N

Mayor Art Agnos  
Members of the San Francisco  
Board of Supervisors  
Airports Commission

RE: Jun's Catering  
658 Moana Way  
Pacifica, Ca., 94044  
(415) 355-3104

OWNERS: Celso Huqueriza and Conchita Huqueriza

We, the owners and employees of the Associated Limousines of the San Francisco, strongly urge the retention of Jun's Catering as a food service vendor at S.F.C. Their business location and schedule (Road 6 and 2), weekdays 5:00 P.M. to 2:30 A.M. and Saturdays 8:00 A.M. to 2:30 A.M.) are perfectly suited to our irregular hours and we find their reasonably priced, good quality food and service unavailable from any other source near the airport. By prohibiting Jun's Catering from operating at S.F.C., you deprive some 90 Associated Limousine drivers and many other companies at a much needed and appreciated service.

<u>Name</u>	<u>Address</u>
<i>Derald Palmros</i>	1454 48TH AVE S.F. 94122
<i>Pat Sullivan</i>	33000 Compton Ct. Union City
<i>Dan Dwyer</i>	989 HENSLEY AVE SB
<i>Martha Gaseman</i>	Air Express Intl 415 E. GRAND AVE S.F.
<i>J. A. Krutz</i>	U.S. Post Office S.F. Intl Airport
	U.S. Postal Service, S.F. Intl Airport



THE EMPLOYEES OF DIFFERENT COMPANIES THAT DO  
BUSINESS AT THE AIRPORT.

To the Airport Commission or To Whom It May Concern;

Jun's Catering is performing a much needed service to us. They are closeby and they have good fresh sandwiches everyday, and serve a variety of fresh home-cooked dinners. Their prices are reasonable and within our means. We have never complained about their food.

As everybody knows, we have only 15 to 30 minutes lunch breaks and we don't have time to get in our cars and look for food at night.

On weekdays, they start at 5:00 P.M. when almost all the employees have gone home so there is very little traffic. They leave at 2:30 A.M.

On Saturdays, they start at 8:00 A.M. and depart at 2:30 A.M. Sunday.


Jun's Catering has been and continues to give this vital service since 1979.

So, we, the employees of different companies that do business at the airport respectfully petition the Airport Commission or whoever<sup>is</sup> empowered to do so, to please allow Jun's Catering to perform this important and needed service to us.

Thanking you ever so much, we remain.

Very respectfully yours,

NAME:

  
Jim Kelly

~~NAME OF COMPANY~~  
NAME OF COMPANY

KC EXPRESS  
MSAS



C.A. Markman  
Robert P. Lopez

John Williams

John Williams

John Williams

John Williams

John Williams

John Williams

John Williams

John Williams

John Williams

John Williams

John Williams

John Williams

John Williams

John Williams

John Williams

John Williams

John Williams

John Williams

John Williams

John Williams

AIRFREIGHT TRUCKING  
AIR FREIGHT TRUCKING

~~AIR FREIGHT TRUCKING~~ (NWA)

NAT'L CAR RENTAL

NAT'L CAR RENTAL

PACIFIC AIRLINES

STRATUS TRANS.

Pac West

A-A

EASTERN AIRLINES

PSA/USAIR WE RELY ON THE TRUCK!

United Express

United Express

DHL INC

DHL INC

USPS

DHL INC

SMARTER CARTE

ALPOD

USPS

Super Shuttle

AMERICAN OVERSEAS AIRFREIGHT

NWA

NWA

USPS

o

Dyes

Wanamaker





Ray M. Galtman

JAL





TO THE AIRPORTS COMMISSION OR TO WHOM IT MAY CONCERN:

We heard news that effective April 15, 1988, the Airports Commission will no longer allow Acosta Catering to park at certain locations which are convenient and readily accessible for us.

As everybody knows we only have 15 to 30 minutes for our breaks and we don't have sufficient time going around looking for a place to buy food at night and the wee hours in the morning.

On weekdays, they start rendering service at 1:30 a.m. until 8:00 a.m., when there's hardly any food place that is open. In the afternoon, they alternate hours with Jun's Catering when there is very little traffic.

On Sundays, they start at 1:00 a.m. and depart at 12:00 midnight. Acosta Catering serves fresh food daily at reasonable prices and we have been happy with their services since 1981.

Therefore we, the employees working in the vicinity of the airport respectfully petition the Airports Commission or whomever is empowered to do so to please allow Acosta Catering to continue to perform this important and much needed service to us.

Thanking you very much for your kind consideration, we remain

Very respectfully yours,

Marcia D. Clark  
Eddie Clark  
Maryanne  
LARRY HAAC  
James Miller  
Barbara Rayor  
Janeen Evelyn  
Wita Oliver

Chonda Lockwood  
Diane Dettmering  
Budget  
James H. Hunsley  
Charles P. Hunsley  
Edward Taylor  
Fred Smith  
Rafael A. Lopez



NameCompany

J. H. Jones Calwell

D. J. Butler

Allen Lynn Adams

Gregory Rivers

W. J. Gann

John WESTBROOK

Anders Larson

Ismael Intier

MORACE RAY

John Z. Bluff

Robert L. Lippin

Walter Kim

Budget Rent a Car

Budget Rent a Car

Budget Rent a Car

Budget Rent a Car

Budget Rent a Car

Budget Rent a Car

Budget Rent a Car

Budget Rent a Car

Secured V.P.S. Budget

Budget Rent a Car

Budget Rent a Car

Budget



TO THE AIRPORTS COMMISSION OR TO WHOM IT MAY CONCERN:

We heard news that effective April 15, 1988, the Airports Commission will no longer allow Acosta Catering to park at certain locations which are convenient and readily accessible for us.

As everybody knows we only have 15 to 30 minutes for our breaks and we don't have sufficient time going around looking for a place to buy food at night and the wee hours in the morning.

On weekdays, they start rendering service at 1:30 a.m. until 8:00 a.m., when there's hardly any food place that is open. In the afternoon, they alternate hours with jun's catering when there is very little traffic.

On Sundays, they start at 1:00 a.m. and depart at 12:00 midnight. Acosta Catering serves fresh food daily at reasonable prices and we have been happy with their services since 1981.

Therefore we, the employees working in the vicinity of the airport respectfully petition the Airports Commission or whomsoever is empowered to do so to please allow Acosta Catering to continue to perform this important and much needed service to us.

Thanking you very much for your kind consideration, we remain

Very respectfully yours,

<u>Name</u>	<u>Company</u>
<u>Harold Ockers</u>	<u>ao.</u>
<u>William Charles</u>	<u>Post Office</u>
<u>Jeff Bittercourt</u>	<u>VAL</u>
<u>Jesse Plever</u>	<u>EAL</u>
<u>James Henneman</u>	<u>Postal Service</u>
<u>Pick Beale</u>	<u>POSTAL SERVICE</u>
<u>Cutler Boyce</u>	<u>EAL</u>
	<u>United Express</u>





TO THE AIRPORTS COMMISSION OR TO WHOM IT MAY CONCERN:

We heard news that effective April 15, 1988, the Airports Commission will no longer allow Acosta Catering to park at certain locations which are convenient and readily accessible for us.

As everybody knows we only have 15 to 30 minutes for our breaks and we don't have sufficient time going around looking for a place to buy food at night and the wee hours in the morning.

On weekdays, they start rendering service at 1:30 a.m. until 8:00 a.m., when there's hardly any food place that is open. In the afternoon, they alternate hours with Jun's catering when there is very little traffic.

On Sundays, they start at 1:00 a.m. and depart at 12:00 midnight. Acosta Catering serves fresh food daily at reasonable prices and we have been happy with their services since 1981.

Therefore we, the employees working in the vicinity of the airport respectfully petition the Airports Commission or whomsoever is empowered to do so to please allow Acosta Catering to continue to perform this important and much needed service to us.

Thanking you very much for your kind consideration, we remain

Very respectfully yours,

<u>Name</u>
<u>Joe Buron</u>
<u>[Signature]</u>
<u>[Signature]</u>
<u>O. Clyde Anderson</u>
<u>Fredia Colloco</u>

<u>Company</u>
<u>PAN AMERICAN</u>
<u>PSA</u>
<u>U. A. T.</u>
<u>(Security) Air Port Police Det.</u>
<u>Continental</u>



NameCompany

JEAN AKIENA  
 DANNY SUNGA  
 Tyler Jarvis  
 [unclear]  
 William S. Schell  
 Donald Mitchell  
 JAMES TINKLE  
 PROBBY GUIEB  
 Ed Allen  
 JOE BELL  
 DENNIS KASSI  
 Bob Phelps  
 [unclear]  
 [unclear]  
 Guy Shon  
 [unclear]  
 [unclear]  
 Maria [unclear]  
 [unclear]  
 [unclear]  
 Christin Meyers  
 Maria [unclear]  
 Rick [unclear]  
 [unclear]  
 [unclear]  
 K. TAKASHIMA TEE  
 [unclear]  
 [unclear]  
 [unclear]

DELTA AIRLINES  
 AMERICAN AIRLINES  
 CFE SUIVIST INC  
 CFE SUIVIST INC  
 De Soto  
 Super Shuttle  
 Super Shuttle  
 SUPER SHUTTLE  
 Delta A1  
 DELTA AIRLINES  
 United  
 West Air  
 R.S. 11  
 CO CARGO  
 A.A.  
 ARMEN CARGO  
 AWA  
 [unclear]  
 [unclear]  
 UNITED AIR LINES  
 Armen Cargo  
 Continental Cargo  
 American Eagle  
 AMERICAN EAGLE  
 HICTON  
 IEC  
 [unclear]  
 [unclear] LUFTHANSA  
 [unclear] LH









mpany

2511  
 DYN AIR  
 USPS  
 PHILIPPINE AIRLINES  
 PAN AM  
 Associated Airco  
 SFTA P.D  
 Dynam Corp.  
 2511  
 AAL  
 UAL  
 MCL  
 JAL TRANS.  
 (International Airlines (LOG)  
 2511  
 FEC  
 MT. ERM  
 Walsworth  
 DELTA  
 1  
 PAL  
 C.F.F.  
 DHL  
 GRUBBS  
 C-2  
 UAL  
 UAL  
 Golden Messenger





Name

Company

Wagon Mates  
 Bob Moshan  
 Dan Moshan  
 Duke Moshan  
 F. Enriquez  
 PAO  
 Mike  
 Peter Cipriotti Supt  
 Daniel C. Burnett <sup>Partner</sup>  
 Paul A. John  
 Michael C. Anderson  
 Baran Krieg  
 Libby Charles  
 Thomas Lee  
 Billy Leonard  
 Ron Moshan  
 Ed. N.  
 Susan Allen  
 William Wigner  
 R. L. Ford  
 Shuster  
 Paul Harboring  
 Mike  
 Cash O'Brien  
 Richard M. Moshan  
 Ray Moshan  
 Richard M. Moshan  
 Ken Moshan

Dynamis  
 CONQUEST  
 Chivitts Bros. Car  
 AA  
 AA  
 AA  
 J H Moshan  
 U.S. Postal Service  
 Lufthansa German Air  
 ASI AIRCRAFT SERVICE  
 BUTLER AVIATION  
 ASI AIRCRAFT SERVICE  
 Evergreen Int. Air  
 INNOVATIVE TRUCKING  
 TNT Ship Air  
 UAL Inc.  
 DELTA AIRLINE  
 NORTHWEST  
 HS New  
 AA  
 Air Continental Transport  
 ASIT  
 Cal. Mini Bus  
 Greyhound Lines  
 Greyhound Lines  
 Greyhound Lines  
 Greyhound Lines  
 Greyhound Lines



Dina Kair  
 Lou Long  
 URO CAMERA  
 S. J. Mott  
 G. Osier  
 SIOSIFA TAFUNA  
 Leonardo Smercurio  
 Carlos Romero Vazquez  
 Mary Popkin  
 Michael NAGLE  
 M. GLISSON  
 Tamiel Hernandez  
 Alan Wang  
 John Bon  
 Sean O'Boyle  
 Verónica Sánchez  
 URO MONTANA  
 MARK CASEY  
 DANIEL REDD  
 TIM FOX  
 Feb 16

Super Shuttle  
BRYANTER EXPRESS  
AAL  
Utah  
IAL  
UAL  
M. X. ELSINORE CO.  
M. X. F. P.  
USPS  
USPS  
PAL  
Aviation Metals  
C. M. C.  
Ogilvy  
Dynair  
AMER. BUS. COMM.  
A. S. I.  
S. F. I. N.  
C. S. I. A.  
S. F. I. A.  
DELTA  
D. T. C.  
D. T. C.  
M. S. C.  
C. S. I. A.  
Conquest Construction  
C. S. I. A.  
S. F. I. A.  
PAL



Name	Company
1. <del>Sam Zolop</del>	A. T. I.
2. <del>John</del>	ASI
3. J. V. Atawa	A. S. I.
4. E. J. Freeman	AA
5. Robert Laurie	AA
6. Nelson	ECI
7. R. Musil	T. W. A.
8. W. Moore	T. W. A.
9. S. Gusenier	SAL
10. Wm Brown	AMF
11. Maud E. Simpson	AC
12. <del>Chapman</del>	Debb
13. B. E. G. G.	CDG
14. <del>John</del>	AAL
15. <del>John</del>	Red
16. <del>John</del>	AMF
17. <del>John</del>	Lin. Co.
18. Dennis G. H.	Continental Airline
19. <del>John</del>	UNITED AIR LINES
20. <del>John</del>	DAL
21. <del>John</del>	T. W. A.
22. <del>John</del>	CO
23. Ricky Teresi	CO
24. <del>John</del>	ASI SFO.
25. Earl Murgers	Delta
26. Dose (unclear)	UNITED AIRLINES
27. <del>John</del>	ASII.
28. Roberto Santos	ASII.
29. Charles Frederickson	Amer. Airlines





Name

Company

David Torgis

John Smith

Mark M. Kuehling

JAI PRASAD

Mark Leber

Ben Singh

~~John Doe~~

Cindy Bort

HERVE LAURENT

Melba Kair /  
Sherry D 1-1

Gene Ingle

Edward Chilton

Pinky Wolf

Long 1/2 m

Louis Cole ATF

Gregory Bear

AIR

Amsford

DHL

AIR CRAFT SERVICES

United Airlines

United Airlines

NAT'L CAR RENTAL

Yellow Airport Service

YELLOW AIRPORT SERVICE

Yellow "

Yellow Air Service

EASTERN AIR

YELLOW

Brownell

NA 11

D

BUTLER







Name

Company

CO-CHAGO

A.A.

SKYWAY FREIGHT SYSTEMS

UAC

U.A.L.

U.A.L.

A.A.

AIA

American Air

UNITED AIRLINES

Dynair CFE

air craft Service  
EVERGREEN.

AIRCRAFT SERVICE Int'l.

Aircraft Service Int'l

Aircraft Service Int'l

"

"

Aircraft Service

ASN

ASN.

EVERGREEN.

Super Shuttle

CLARION Hotel

DOLLAR RENT-A-CAR

Hertz

Society Monthly Airfare

Super Shuttle

Super Shuttle

Collins

WILBUR MATTISON

A.A. Rung

A.C. Lee

R. I. Skott

Warren Shum

Fi Collins

Ed. M. M. M.

Chiff Taylor

Thibault

Wince Ranzers

Ben Kuz

William Lee

Werner Ragsdale

Richard M. M.

Bill M. M.

Conner M. M.

George M. M.

George M. M.

Charles M. M.

Gene M. M.

Willie M. M.

Hampton

Tom M. M.

John M. M.

John M. M.





# **SAN FRANCISCO AIRPORTS COMMISSION**



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## **MINUTES**

APRIL 19, 1988

**ART AGNOS, MAYOR**

## **COMMISSIONERS**

**MORRIS BERNSTEIN**  
President

**J. EDWARD FLEISHELL**  
Vice-President

**DR. Z.L. GOOSBY**

**ATHENA TSOUGARAKIS**  
**DON RICHARDS STEPHENS**

**LOUIS A. TURPEN**  
Director of Airports

**San Francisco International Airport**  
**San Francisco, California 94128**





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Airports Commission

April 19, 1988

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Minutes  
of the  
Airports Commission Meeting

April 19, 1988

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:02 A.M. in Room 282, City Hall, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present: Morris Bernstein, President  
J. Edward Fleishell, Vice President  
Z. L. Goosby  
Athena Tsougarakis  
Don Richards Stephens

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of April 5, 1988 were adopted by order of the Commission President.

No. 88-0062

\* \* \*

D. SPECIAL ITEMS:

The following item was unanimously adopted.

1. Employee Commendation

No. 88-0063 Resolution of Commendation for Russell J. Mayweathers, 1987 recipient of the William R. O'Brien Perpetual Award for Employee Excellence.

Mr. Lou Turpen, Airport Director, introduced Mr. Russell Mayweathers to the Commission and congratulated him on being the first employee to receive the William R. O'Brien Perpetual Award for Employee Excellence. He said that his professionalism exemplifies the highest standards of employee dedication and the standards which were set by Mr. O'Brien in his 34 years of service to the City and the Airport as the Airport's first engineer. Mr. Mayweathers, an Airport employee for the past 24 years and a custodial supervisor for 9 years, has consistently demonstrated outstanding performance in carrying out his duties and in the promotion of good will between employees, tenants



and other City departments. Mr. Turpen told the Commission that Mr. Mayweathers is a credit to the Airport and was pleased to honor him in this fashion.

The following is a complete text of Mr. Mayweathers comments:

It is a privilege to be the very first recipient of the William O'Brien Award for Employee Excellence. It is a double pleasure to receive an award for doing your job, and for enjoying what you do.

I have always felt it's my duty to give my all as an Airport employee. My job deserves my loyalty, dedication and the extra effort that I've been trained to do by my parents, by my tour in the military, and as an American citizen.

When I came to be a supervisor for the Airport I made an effort to put my personal philosophy into my methods of supervising, to make it a point to work with my fellow supervisors, to treat my work crews as I have wanted to be treated, and to treat the public and other Airport employees as well as airline personnel and tenants with respect and cooperation.

I want to thank Mrs. Joiner for nominating me and Mr. Murray for being there to give me assistance and support when I needed it. I also want to thank my wife, Alice, for listening and for giving me her love and support when I would bring the job home with me.

Thank you.

\* \* \*

#### E. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

\* \* \*

#### F. PENDING LEGISLATION:

The following item was unanimously adopted.

##### 2. State Legislation

No. 86-0064	Report on AB 4288 (Farr) and recommendation that the Commission officially oppose said legislation.
-------------	---

Mr. Turpen explained to the Commission that because the North Terminal has multiple flights to Canada it would be subject to this legislation. He recommended opposing this piece of legislation. He also told the Commission that the State legislature is trying to dictate revenue streams for the Airport.

Commissioner Fleishell said that the City has involved a lobbyist.

Mr. Turpen said that the City of San Francisco has retained Ms. Helen Dowden as the its lobbyist and will be her sole client. He said that the Mayor's legislative liaison between the departments and Ms.





Dowden is Claude Everhart, the Mayor's Deputy for Governmental Affairs. He said that he is not aware of any decision regarding San Francisco's Washington advocate.

\* \* \*

G. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

The following items were unanimously adopted.

3. Requesting the California Public Utilities Commission (PUC) to Place a Moratorium on New or Pending Licenses for Ground Transportation Carriers Proposing to Serve San Francisco International Airport

No. 88-0065

Airport staff is recommending that the Airports Commission pass a resolution requesting the California Public Utilities Commission to place a moratorium on new and pending applications for ground transportation carriers desiring to provide service to and from San Francisco International Airport.

Mr. Turpen said that this item was before the Commission two weeks ago and was put over at the request of a carrier. He said that Sheldon Fein, Landside Operations, indicates that there are four or five new applications pending.

Mr. Fein told the Commission that there are a total of six applications pending before the PUC. There are four on-demand operators, one serving Santa Clara, one for Contra Costa, and two additional on-demand operators to San Francisco. In addition, there is one scheduled operator to Solano County and another scheduled operator for San Francisco.

Mr. Turpen asked Mr. Fein how many scheduled operators there would be to San Francisco if these applications were approved.

Mr. Fein responded that there would be at least seven van operators to the City in addition to several scheduled operators.

Mr. Turpen said that the Airport must get a handle on this. He said that anyone applying to the PUC for a permit is getting one but the market is not expanding at the rate as the capacity. The operators are fighting for a share of the market in order to survive and the Airport has the obligation to ensure that the system remains rational and not "deregulated".

Mr. Turpen said that rather than continue to follow the PUC's informal policy of deregulation he encouraged the Commission to approve this item while retaining the right to waive the moratorium on a case-by-case basis.

Commissioner Tsougarakis asked what happens to those pending applications if the Commission passes this resolution.

Mr. Turpen responded that that will be up to the PUC. He said that he has been led to believe that requests from the Airports Commission for a moratorium will be granted until our ground transportation study has been completed.



Mr. Fein added that the fate of the six pending applications might depend on how far they are in the process. He said that the last two applications were sent in this week and have not yet begun the process; the other four have been in the process for six months.

Mr. William Lazar, President of Super Shuttle, said that his company is concerned about the language being proposed and those concerns have been discussed by his legal counsel and Mr. Garibaldi. He said he would like to continue to work with staff to suggest some language changes regarding the moratorium and thought that that process might take another two weeks. He said that his legal counsel proposed to Mr. Garibaldi that the word "pending" be dropped and that the wording be amended to read "new passenger stage certificates" rather than "new and pending applications".

Mr. Turpen told Mr. Lazar that the resolution says "new".

Commissioner Fleishell said that an Airport permit authorizes an operator to do business at the Airport.

Mr. Don Garibaldi, Airports General Counsel, responded that that is the intent of the permit. It is Airport's permission to the operator to operate on the Airport.

Commissioner Fleishell asked why the Airport was asking the PUC for a moratorium when the Airport already had the authority to deny permission to operate on the Airport.

Mr. Garibaldi responded that once an operator has a PUC certificate it is very difficult to deny them access to operate.

Commissioner Fleishell asked if the Airport has ever tried to deny anyone.

Mr. Garibaldi responded that he did not think so.

Mr. Fein explained that the problem is that an operator goes through a hearing period with the PUC that may last up to nine months and may cost anywhere from \$5,000 to \$15,000, depending on how much comment there is. At that point it would be unfair to deny an operator a permit after he has spent all of that time and money. He said that this moratorium will give operators that warning.

Commissioner Fleishell said that if the word "pending" has been removed then there should be no further objection.

Mr. Lazar said that the resolution states "new licenses" and he suggested replacing that language with "new passenger stage certificates".

Ms. Gittens did not understand the difference.

Mr. Lazar said that the PUC could interpret it differently. He explained that a new passenger stage certificate would be given to a new operator applying for permission to operate to the Airport, whereas current operators wanting to expand their operations may come under the classification of licenses.

Mr. Turpen said that the expanding service would not include the Airport.

Mr. Lazar responded that it could be other areas that would include service to the Airport, such as the Peninsula.



Mr. Garibaldi said that "certificate" would be more appropriate language.

Mr. Ken Brooks, Deputy City Manager for the City of San Mateo, said that the San Mateo and the Peninsula are interested in transportation to and from the Airport for Peninsula residents. He said that his office sent a letter to Mayor Agnos requesting that Peninsula cab services be included on the Airport. He said that if this resolution precludes or excludes Peninsula Cab services he would be interested.

Mr. Turpen said that cab service is not part of this issue.

Commissioner Fleishell said that this only responds to half of the problem. The concern is the number of vehicles on the Airport. In addition to the moratorium, we should be putting a cap on the number of vehicles existing permittees can bring on the Airport. Otherwise, new entrants will be stopped but a current operator could add 100% more vehicles.

Mr. Turpen said that staff will discuss this with Mr. Harvey, whose report is forthcoming. He said he felt the idea was a good one and while there are a number of ways to achieve it the Airport has been in a holding pattern while it waits for Mr. Harvey's report. It was the Commission's view that until the report was published staff should not take any action regarding ground transportation. He said that there are a number of items pending, i.e. shuttle bus, bidding a van service, etc.

4. South San Francisco and Millbrae Home Insulation Funding - FY88-89 - \$266,300.00

No. 88-0066

Resolution authorizing the expenditure of funds by the Director for home insulation of approximately 90 residences in Millbrae and South San Francisco. Expenditure of approximately \$266,300.00 is limited to the following:

- a. 20% of the building insulation costs for each unit;
- b. Subject to the granting of a Noise Easement to the City and County of San Francisco for each unit insulated

\* \* \*

H. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

The following items were unanimously adopted.

5. Rejection of All Bids and Authorization for Re-bid: Contract 1912 Tunnel "B" Waterproofing & Finishes, South Terminal

No. 88-0067

Human Rights Commission has declared all bids to be non-responsive to MBE program requirements.



6. Declaration of Emergency:  
Airport Contract No. 2052  
Emergency Electrical Cable Replacement Cable 12AM-1  
Water Quality Control Plant Section

No. 88-0068

Resolution ratifying the action of the President of the Commission in declaring an emergency in electrical cable failure at North Field area serving Water Quality Control Plant, S.F. City College, and Chevron; and directing the Director of Airports to effect the necessary repairs.

\* \* \*

I. NEW BUSINESS:

There was no new business.

\* \* \*

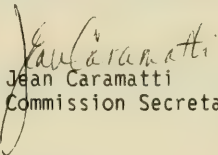
J. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*

L. ADJOURNMENT TO GO INTO CLOSED SESSION:

There being no further calendared business before the Commission the meeting adjourned at 9:21 AM to go into closed session.

  
Jean Caramatti  
Commission Secretary





# **SAN FRANCISCO AIRPORTS COMMISSION**



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## **MINUTES**

MAY 3, 1988

**ART AGNOS, MAYOR**

## **COMMISSIONERS**

**MORRIS BERNSTEIN**

**President**

**J. EDWARD FLEISHELL**

**Vice-President**

**DR. Z.L. GOOSBY**

**ATHENA TSOUGARAKIS**

**DON RICHARDS STEPHENS**

**LOUIS A. TURPEN**

**Director of Airports**

**San Francisco International Airport**

**San Francisco, California 94128**



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Minutes  
of the  
Airports Commission Meeting

May 3, 1988

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:06 A.M. in Room 282, City Hall, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present: Morris Bernstein, President  
Z. L. Goosby  
Athena Tsougarakis

Absent: J. Edward Fleishell, Vice President  
Don Richards Stephens

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of April 19, 1988 were adopted by order of the Commission President.

No. 88-0070

\* \* \*

D. ANNOUNCEMENT BY SECRETARY:

In accordance with Section 54957.1 of the Brown Act, Jean Caramatti, Commission Secretary announced unanimous adoption of resolution no. 88-0069 authorizing and approving modification no. 5 to agreement with Morrison & Foerster at the closed session of April 19, 1988.

\* \* \*

E. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

\* \* \*



F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item no. 1 was unanimously adopted as amended.

1. \$108,000 Supplemental Appropriation for the Free Luggage Cart Program in Customs

No. 88-0071

Resolution authorizing a \$108,000 supplemental appropriation to fund the free luggage cart program in Customs through the end of the current fiscal year.

Mr. Lou Turpen, Airport Director, told the Commission that use of free luggage carts in Customs is up over projections, necessitating this request for a supplemental appropriation.

Commissioner Tsougarakis said that she had a problem with this in the face of the City's budget crisis. She asked how long it would take to go from a free cart system to a pay cart system.

Mr. Turpen responded that since the dispensers are in place, the changeover could be made within a week.

Commissioner Tsougarakis asked about the status of the State law.

Mr. Peter Nardoza, Assistant Deputy Director, Business and Finance, responded that the bill is dead.

Commissioner Goosby said that the Mayor's Office should be alerted to the implications of a free cart system in view of the budget crisis. He said that the Commission reversed its original decision not to provide free carts in customs at the request of certain parties.

Commissioner Tsougarakis said that the Commission reversed its decision at the request of the Mayor and no one else.

Commissioner Goosby said that in view of the budget crunch he would be in favor of raising this issue again if staff first contacts the Mayor's representative.

Mr. Turpen said that staff has submitted the subject of free luggage carts to the Mayor via two avenues. The first was contained in a response to the Mayor's request for revenue proposals. The other was in response to a specific request from the Mayor's Office which came as a result of a letter they had received from Smarte Carte in which a return to a pay cart system was suggested. He said that staff provided the necessary information to the Mayor's Office and a response from that office is expected shortly.

Mr. Turpen asked that the Commission approve this item conditionally so that staff can proceed with the paperwork. In the event the free cart program remains in effect, failure to proceed with the paperwork at this time would place the Airport in a time crunch.

Commissioner Tsougarakis said that although she was not happy with this, she would vote for conditional approval for staff to proceed with the paperwork only and then return to the Commission in two weeks.

Commissioner Goosby agreed with Commissioner Tsougarakis.

Commissioner Tsougarakis said that she wanted it clearly understood that she would not have voted for free carts on the basis of anyone else's request but the Mayor's.



Mr. Turpen said that he would take this matter up with the Mayor's representative after the meeting. The matter will reappear on calendar in two weeks.

Items 2 and 3 were called together. Item no. 2 was unanimously adopted as amended.

2. Selection of a Feasibility Consultant

No. 88-0072	Resolution authorizing Airport staff to request proposals from firms to serve as feasibility consultant for work related to Airport bond issues.
-------------	--

3. Selection of Bond Counsel

No. 88-0073	Resolution authorizing Airport staff to request proposals from firms to service as Airport Bond Counsel.
-------------	--

Mr. Turpen told the Commission that the Airport's bond counsel is Orrick Herrington, and the feasibility consultant is John Brown. He said that the City Attorney has advised him that the Airport is obligated to request proposals for selection of a bond counsel but not a feasibility consultant. Since Salomon Brothers is no longer in the financial end of the business the Airport must seek a new financial consultant.

Mr. Turpen said that since the Airport is obligated to request RFP's for a bond counsel he recommended that the Commission approve agenda item no. 3, Selection of Bond Counsel. He also asked the Commission to continue John Brown's contract rather than send out a request for proposals. He explained that when this particular item was prepared it had not yet been determined whether or not RFP's must be requested. He told the Commission that he would like at least one member of that team to continue.

Mr. Turpen said that Mr. Brown has been the Airport's feasibility consultant for many years and it would be in the best interest of both the Airport and the Commission to retain him. He said that Mr. Brown has done an excellent job and retaining him would provide some continuity to the team. He added that very few companies do this type of work.

Commissioner Goosby asked about the size of the firm.

Mr. Turpen responded that the firm consists of three people.

Commissioner Tsougarakis said she was willing to go along with Mr. Turpen's recommendations.

Commissioner Goosby asked what the Human Rights Commission would do about affirmative action.

Commissioner Tsougarakis responded that RFP's are not being requested for the feasibility consultant.

Mr. Turpen explained that when this first came up he was concerned about losing all three and asked which of them could be retained. He said that he asked staff to prepare these items in anticipation of



the possibility that none of the current contracts could be extended. He said that since that time the Airports General Counsel has indicated that the Commission could extend Mr. Brown's contract but RFP's must be requested for a bond counsel.

Item nos. 4 and 5 were put over.

4. Award of Contract No. 1559B  
Taxiway 'A' at Boarding Area 'B' - Repair and Overlay

5. Bid Call: Contract No. 2046  
Runway 28R & 28L - pavement Grooving and Repair

Resolution approving the scope, budget and schedule for contract No. 2046 and authorizing the Director of Airports to call for bids when ready.

Item No. 6 was unanimously adopted.

6. Resolution Acknowledging the Merger of Canadian Pacific Air Lines, Ltd. into Canadian Airlines International, Ltd.

No. 88-0074                      Resolution acknowledges the acquisition of Canadian Pacific Air Lines, Ltd. by Pacific Western Airlines, Ltd. by act of law to form Canadian Airlines International Ltd. with assignment of rights and interests from Canadian Pacific Air Lines, Ltd.

\* \* \*

G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

The following items were unanimously adopted.

7. Approval of Claims Settlement

No. 88-0075                      Resolution approving the settlement of claims not exceeding \$5,000.00 for the period October, 1987 to March, 1988.

Total Claims: \$3,563.65

8. Travel/Training for Airport Representatives

No. 88-0076

\* \* \*





H. NEW BUSINESS:

Commissioner Goosby asked that the Commission be briefed on the ground transportation report at the next meeting. He felt the Commission will need more than one session on that issue.

Commissioner Goosby also asked for a briefing on the status of the Master Plan and felt it might be helpful to the Commission to meet with the cargo carriers in order to get their input.

Commissioner Goosby said he was not looking for a final report on the transportation study, just a preliminary report on the problems and issues.

\* \* \*


I. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*

K. ADJOURNMENT TO GO INTO CLOSED SESSION:

There being no further calendared business before the Commission the meeting adjourned at 9:18 AM.

  
Jean Caramatti  
Commission Secretary



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## **MINUTES**

MAY 17, 1988

**ART AGNOS, MAYOR**

## **COMMISSIONERS**

**MORRIS BERNSTEIN**

**President**

**J. EDWARD FLEISHELL**

**Vice-President**

**DR. Z.L. GOOSBY**

**ATHENA TSOUGARAKIS**

**DON RICHARDS STEPHENS**

**LOUIS A. TURPEN**

**Director of Airports**

**San Francisco International Airport**

**San Francisco, California 94128**



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G.	CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:		
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Minutes  
of the  
Airports Commission Meeting

May 17, 1988

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:00 A.M. in Room 282, City Hall, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present:	Morris Bernstein, President J. Edward Fleishell, Vice President Z. L. Goosby Athena Tsougarakis
Absent:	Don Richards Stephens

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of May 3, 1988 were adopted by order of the Commission President.

No. 88-0077

\* \* \*

D. DIRECTOR'S REPORTS:

1. Status of Ground Transportation Consultant's Report

Mr. Lou Turpen, Airport Director, introduced Mr. Greig Harvey, the Airport's consultant on ground transportation, and asked him to brief the Commission on the status of his ground transportation report.

Mr. Harvey told the Commission that they should have received his four page executive summary which covers the main points of his ground transportation report. He said that that document would be in their hands by May 31.

Mr. Harvey said he would be available to talk to individual Commissioners or the Commission as a group about specific questions. He said that although he tried to sort out the most important issues, there were literally hundreds of questions raised in interviews and he was only able to deal with a relatively small number of them.



Commissioner Tsougarakis said that she would prefer to defer discussion on this issue until such time when the Commission receives the final report. Once the Commission receives that report they will accept recommendations over the next two or three months. Staff can then call meetings with interested parties and then present their findings to the Commission for a public hearing and policy decisions.

Mr. Turpen asked the Commission if there would be any advantage to scheduling informational briefings after May 31.

Commissioner Goosby thought such meetings would be helpful.

Mr. Turpen said that a series of meetings could be set up during the first two weeks in June and later calendared for Commission discussion.

Commissioner Goosby asked if the final report addressed West of Bayshore impact.

Mr. Harvey responded that although he did speak with staff about the West of Bayshore and how it might fit into the overall flow of ground access activity at the Airport, another consultant was handling the master plan so he tried to focus on relatively short term issues. He said that he could address that issue during individual conversations with the Commission.

Mr. Turpen added that there was a recent article on the West of Bayshore property which characterized staff as being against an on-Airport mass transit connection. He explained that although people talk about BART specifically, he is referring to a generic on-Airport connection. He said that the Commission's official position, adopted in 1982, is that some mass transit rail option to the Airport is favored. He added that the Commission reserved any comment as to a specific on-Airport location pending the outcome of the master plan and additional studies into the area.

Commissioner Goosby commented that the Commission planned an Airport access for BART via the garage 20 years ago.

Mr. Harvey said that it would be to the Airport's advantage to have BART come in close to the West of Bayshore facility but that it should not be a major transfer facility for passengers commuting from San Mateo to the City.

Mr. Turpen said that there is a view that the West of Bayshore is the best alternative for an interface between BART or some other rail system. There is an alternate view that the Airport terminal complex itself would be an excellent terminus. He said that while those views persist there has been no resolution nor has staff gotten into any detailed studies, preferring to wait until an alternative has been selected.

Mr. Turpen said that individual meetings with the Commission will be scheduled.

Commissioner Goosby suggested that a press conference be held when Mr. Harvey's final report is released.

Mr. Turpen responded that he would prefer to schedule a press conference after meeting with the Commission.

Commissioner Fleishell said that there are certain areas that he had hoped Mr. Harvey would cover, i.e. San Mateo taxi entry into the Airport and rental car trips. He remembered that there had been a



suggestion to move the rental cars into the garage. Commissioner Fleishell also suggested that staff investigate reports that existing rules are not being enforced.

Mr. Harvey responded that the long version of the report deals with the San Mateo taxis. He said that he has worked with San Mateo, the City and the Airport to try to determine the possibilities.

Commissioner Fleishell suggested that Mr. Harvey address the cab companies criticisms of the present dispatch system and its location.

## 2. Status of Master Plan

Mr. Turpen said that at its last meeting the Commission asked for a brief update on the master plan.

Mr. Jason Yuen, Administrator, Bureau of Planning and Construction, said that since the last status report staff has been working with the Department of Fish and Game on the garter snake issue on the West of Bayshore. A procedure has finally been agreed upon so that a study can proceed.

Mr. Yuen said that Working Paper 'B' will be presented to the Commission at the first meeting in June and will address the east side of the freeway but not the West of Bayshore property. He said that staff will continue to work on that issue and he hoped that after the master plan is adopted it will be updated to include the West of Bayshore property.

Mr. Yuen said that Fish and Game was anxious to develop that plan as kids were riding their bikes on that property and killing the environment for the snakes.

Commissioner Goosby asked which phase would address the cargo areas.

Mr. Yuen responded that Working Paper 'B' will address that issue.

## 3. Budget Update

Ms. Angela Gittens, Deputy Director, Business and Finance, told the Commission that although staff was not quite as far along as she had hoped they would be, the Mayor's Office has given a preliminary decision that they will require the Airport to expand concession revenue by approximately \$7-million, creating an additional \$1-million in revenue for the City. She said that staff will present a series of proposals at the next meeting which will include an increase in parking and ground transportation fees. She added that at this point the Mayor's Office does not want the free cart program in customs discontinued.

Commissioner Goosby asked how much money would be transferred to the City.

Ms. Gittens responded that \$10.5-million would be sent.

Commissioner Goosby commented that in spite of the amount of money being transferred into the General Fund the Airport is projecting a reduction in landing fees and rental rates for next year. He said that no one ever recognizes the Commission or staff for its efforts and felt that the airlines should write a letter of commendation to the Airport.





Ms. Gittens said that staff will be meeting with the airlines on Thursday on the rates and charges and she will forward his request to them.

Mr. Turpen said that when the agreement was worked out in 1981 the airlines were contributing about 52¢ on the dollar to the Airport's operation; they are now contributing 33¢ on the dollar.

Mr. Turpen told the Commission that progressive occupancy of Boarding Area 'C' will begin at midnight on June 7. There will be a dedication ceremony on June 16 which will not only earmark the opening of Boarding Area 'C' but the conclusion of the terminal modernization program, a 25 year, \$600-million venture.

Mr. Turpen commented that staff and members of the Commission have been working with Host International on the proposal to provide minority opportunities and price controls in concessions. He said that in working with the Mayor's Office, the Commission and staff, a request was made of Host to look at accelerating the phase-in schedule from the original 1994 date. He said that Host has advised him that he will receive a revised phase-in schedule any day and he will forward that schedule to the Commission. He said that the next step would be to discuss that schedule with Host.

Commissioner Bernstein asked when Host would have its proposal ready.

Mr. Turpen responded that it should be ready this week and the Commission should receive it by Thursday.

\* \* \*

#### E. ITEMS INITIATED BY COMMISSIONERS:

Commissioner Fleishell mentioned the fire in Chicago last week that knocked out the switching mechanism for the phone systems and shut down O'Hare Airport as they had no back-up system. He asked Mr. Turpen to talk with the FAA to see if the same situation exists at SFO.

Mr. Turpen explained that the Airport has a redundant system which ties into the tower. This system is designed to provide a four-digit internal system, totally independent and physically separated from the primary system, in the event the primary system goes out. He said that he would check the extent of its capabilities.

\* \* \*

#### F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

No action was taken on item no. 4.

##### 4. Resolution Regarding Luggage Carts in Customs

Resolution reflecting the Mayor's views on luggage carts in Customs.

Commissioner Goosby said that if the Mayor decides to continue the program the proper vote should be against it.



Mr. Turpen said that no action would be necessary on this item.

Commissioner Fleishell asked when the existing contract expires.

Mr. Turpen responded that the contract expires in 1990.

Commissioner Fleishell said that when the Commission first began discussing installing a free cart operation a year ago staff was to immediately begin hunting for alternative suppliers. He asked about the status of that search.

Mr. Turpen responded that the supplier is not the problem, rather it is joining the supplier to an operator to run the program. He said that that was the problem staff had the last time around.

Item no. 5 was unanimously adopted.

5. Award of Lease: Entertainment Center/Video Game Room

No. 88-0078

Resolution awarding the Lease of  
Entertainment Center/Video Game Room  
in the North Terminal Building to  
S.H.A., Inc.

Item no. 6 was unanimously adopted as amended.

6. Award of Contract No. 1559B:

Taxiway 'A' at Boarding Area 'B', Repair and Overlay

No. 88-0079

Mr. Dennis Bouey, Deputy Director, Facilities Operations and Maintenance, recommended award to O'Grady Paving. He said that Bay Cities Paving protested the qualifications of O'Grady Paving, the low bidder, to HRC. The HRC staff ruled against Bay Cities, saying that their supplier was, in fact, not a supplier and that they therefore did not meet the MBE goals. Bay Cities appealed the decision to HRC yesterday and HRC upheld the staff recommendation.

Mr. Turpen recommended the award go to O'Grady Paving.

Commissioner Fleishell asked if there was an appellate period following the decision by the HRC.

Mr. Don Garibaldi, Airports General Counsel, responded that that is what occurred yesterday. HRC staff made the initial determination which was appealed to the HRC Director. The HRC Director upheld the staff recommendation. Beyond that avenue is the court.

Commissioner Fleishell asked if the award of this contract should be delayed in the event Bay Cities goes to court.

Mr. Garibaldi responded that the contract must be processed in the interim as there is a time problem. If a suit is filed, the process can be stopped.

Mr. Bouey added that this question has arisen about three times and in each case the contract was awarded based on the Airport's procedures. If a lawsuit is filed the Airport would make its argument and then abide by the decision. He argued that not to



proceed on the basis that a lawsuit may or may not be filed may cause the Airport to lose its window, which is fairly short in this type of construction.

7. U.S Postal Service's Plot 10B Lease Renewal Option

No. 88-0080	Resolution approving the renewal option of Lease No. PUC 24392 for the U.S. Postal Service's Plot 10B, at an annual land rate of \$18,500 per acre, per year.
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8. Authorization to Accept Bids for the Hair Salon Lease

No. 88-0081	Resolution approving lease specifications and authorizing Director to accept bids for the Hair Salon Lease.
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\* \* \*

Commissioner Bernstein asked Mr. Mike Arandareff if he wished to address the Commission.

Mr. Arendareff introduced himself and told the Commission that he is a member of the San Francisco Airport Committee which represents the residents of San Francisco. He said that his Committee feels that their interests have not been represented in terms of the overflight noise problem. The Committee would like to be kept up to date on the Airport's activities, in particular how the overflight noise problem relates to the master plan.

Commissioner Goosby told Mr. Arendareff that his Committee could be placed on the mailing list.

\* \* \*

G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

The following items were unanimously adopted.

9. Award of Contract No. 1912:  
Tunnel 'B' Waterproofing & Finishes  
Echo-West, Inc. - Amount: \$139,491

No. 88-0082	Commission rejected all bids on April 19th due to failure of bidders to meet Human Rights Commission requirements. Contract was re-bid on May 4, 1988. Human Rights Commission has approved award of contract to Echo-West.
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10. Type II Modification to Contract 1416C:  
Delta Airlines Facilities, South Terminal and Boarding Area 'C'  
- No Cost to City

No. 88-0083

Changes requested by Delta for its baggage system, Agent's Room, and operations ramp. Total cost of \$67,638.19 will be paid by Delta.

11. Bid Call: Contract No. 2046:  
Runway 28R & 28L, Pavement Grooving and Repair

No. 88-0084

Resolution approving the scope, budget and schedule for Contract No. 2046 and authorizing the Director of Airports to call for bids when ready.

12. Design Review Approval - Insurance/Business Service Center

No. 88-0085

Resolution approving the schematic design of the Insurance/Business Service Center.

\* \* \*

H. NEW BUSINESS:

No new business was presented to the Commission.

\* \* \*

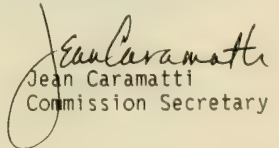
I. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*

K. ADJOURNMENT TO GO INTO CLOSED SESSION:

There being no further calendared business before the Commission the meeting adjourned at 9:28 AM to go into closed session.

  
Jean Caramatti  
Commission Secretary



# **SAN FRANCISCO AIRPORTS COMMISSION**



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## **MINUTES**

JUNE 7, 1988

**ART AGNOS, MAYOR**

## **COMMISSIONERS**

**MORRIS BERNSTEIN**

**President**

**J. EDWARD FLEISHELL**

**Vice-President**

**DR. Z.L. GOOSBY**

**ATHENA TSOUGARAKIS**

**DON RICHARDS STEPHENS**

**LOUIS A. TURPEN**

**Director of Airports**

**San Francisco International Airport**

**San Francisco, California 94128**



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of the Minutes  
Airports Commission

June 7, 1988

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Minutes  
of the  
Airports Commission Meeting

June 7, 1988

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:02 A.M. in Room 282, City Hall, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present:	Morris Bernstein, President
	J. Edward Fleishell, Vice President
	Z. L. Goosby
	Athena Tsougarakis
	Don Richards Stephens

\* \* \*

C. ANNOUNCEMENT BY SECRETARY:

In accordance with Section 54957.1 of the Brown Act, Jean Caramatti, Commission Secretary announced unanimous adoption of resolution no. 88-0086 at the closed session of May 17, 1988.

\* \* \*

D. DIRECTOR'S REPORTS:

1. Revenue Proposals

Mr. Lou Turpen, Airport Director reminded the Commission that staff has been looking towards revenue generation in the non-airline area. As a result, a series of proposals have been put together for review both by the Commission and the Mayor's Office. Responses to those proposals have been received from the Mayor's Office and they have agreed to selected proposals being implemented. Those proposals will be brought to the Commission.

Commissioner Goosby asked if the Mayor wished to have a second opportunity to look at specific proposals once they have been made.

Mr. Turpen responded that some of these proposals will involve going through the City's approval process which includes the Mayor's Office.

\* \* \*



E. ITEMS INITIATED BY COMMISSIONERS:

Commissioner Goosby asked if the Airport has been asked for its input on the location of the BART terminal, i.e. why the center of the garage is not being used, running the tracks on the West of Bayshore, and the impact on congestion versus the cost. He said that the master plan envisioned the garage as a viable alternative but the idea has been abandoned.

Commissioner Goosby said that the Airport received a letter from an architect/planner which raised some serious questions and suggested that the Commission has been remiss in not being more knowledgeable about the proposal and in not offering input. He said that Chicago, New York, Boston and London have rapid transit systems to their airports and asked how successful they were in the eyes of the public and those airports.

Commissioner Goosby said that the Commission has not even discussed these questions and did not feel that a momentous decision such as this should be made without comment from the Commission.

Mr. Turpen responded that to his knowledge the Airport has received no official request for input into the process. He said that there have been informal conversations and questions as to the Commission's position. He said that the Commission's prior position was for a mass transit/BART alternative to the Airport, reserving the right to comment on the specific physical interface until such time as the proposal became more concrete. He reminded the Commission that this position was adopted in 1982 and until this recent activity it was a very sound endorsement.

Commissioner Goosby asked if a decision on the location of the station was close to being made.

Mr. Turpen responded that the Airport owns the West of Bayshore property as well as the terminals and it would be within the purview of the Airports Commission to make those decisions.

Commissioner Goosby felt that the BART board would benefit from the Commission's input.

Mr. Turpen said that there are two views as to locations. One is to have BART come into the Airport, the other is to have BART access the West of Bayshore where it could tie into some other alternative mode of transportation. He said that both views have their merits and demerits. Staff could examine the alternatives for operational and physical impact if the Commission wished.

Commissioner Goosby asked if any subterranean preparations have been made, other than the hole in the garage.

Mr. Jason Yuen, Administrator, Bureau of Building and Construction, responded that there is a right of way for a future BART trace.

Commissioner Fleishell said that when he met with Mr. Yuen last week on the master plan he raised the same issue. He felt that the Airport should contact BART, rather than wait for BART to contact the Airport.

Commissioner Fleishell said that it might not be feasible to put this system underground because of the land fill. He thought that it would be very costly, as would the connector from the West of Bayshore to the terminal.

Commissioner Tsougarakis said that she too met with Mr. Yuen last week and it seemed to her that the master plan itself is a statement from the Commission. She said that she also felt that the core of the garage needs to be addressed in the master plan.



Mr. Turpen felt it would be appropriate to return at the next meeting and bring the Commission up to speed as well as come to agreement on some of the physical/operational considerations and transmit them to the BART board.

Commissioner Goosby suggested that the BART board be queried as to whether or not they are interested in the Commission's positions on the various proposals.

Mr. Turpen said that staff will prepare a summary of the issues and then move forward to the appropriate agency.

Commissioner Goosby said that he attended a meeting last evening at the invitation of the San Francisco Organizing Project, a group of church/community organizations in the City with broad connections in the South San Francisco/southern part of the City. He said that 35-40 people attended the meeting to discuss the issue of overflights and he promised the group that he would bring their concerns to staff's attention. He asked if Ron Wilson could schedule a meeting with this group and invite the Airport's noise specialists and representatives of the FAA. He added that many of the attendees were unaware of how often the Airport is sued over noise.

Commissioner Goosby said that the Supervisor's Committee is beginning to look into this issue as well as the Mayor and felt that it would benefit the Airport to develop a liaison with the Mayor's Office. He said that if Mr. Ho is that liaison it should be determined whether or not background should be presented and a procedure developed through which the question of noise can be addressed with both San Francisco and San Mateo residents. He said that the procedure might determine whether or not flight paths could be impacted through the FAA. He said that there might be a constitutional question involved that would prevent interference but he felt that there might be some relief for local communities at the federal level. He felt that all avenues should be explored, including the legislative process.

Commissioner Goosby said that the group asked how long the five new monitors mentioned in the newspaper would be in place, whether any of those monitors would be positioned in the southern part of the City, especially in the McLaren Park/Woodrow Wilson High School area, and, who would monitor them. He said that the group had other questions but he would discuss them with staff after the meeting.

Commissioner Goosby felt that the Mayor would be pleased with such an approach through his office and that the Board of Supervisor's Committee will see that the Airport wants to work cooperatively with them as well.

Commissioner Goosby felt that there would also be opponents to the master plan and the bond issues.

Commissioner Goosby thought it might be a good idea for Mr. Ho to attend the meeting with the community.

Commissioner Bernstein introduced a travel/training request for Ron Wilson, Director of Community Affairs, to attend the Citizens Conference on Airport/Aircraft Noise in Seattle, Washington - June 10-11, 1988.

The resolution was unanimously adopted.

No. 88-0098





\* \* \*

F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

The following items were unanimously adopted.

3. Resolution Approving a Partial Sublease of the Boarding Area 'E' Retail Concession Lease

No. 88-0087

Mr. Turpen told the Commission that this item approves a sublease of space from Duty Free Shoppers, the successful concessionaire in Boarding Area 'E', to Kass Management Services, an HRC certified minority business. He said that he was pleased that the sublease involves this minority business, particularly in light of the difficulties the Commission experienced in trying to promote its standard principal concession concept. He commended all those involved in this effort.

3. Resolution Approving the Assignment of the International Terminal Poster Shop Sublease

No. 88-0088

Resolution approving the assignment of the International Terminal, the Poster Shop sublease from Concourse Gallery, Inc. to Aerogifts Center, a partnership.

4. Resolution Approving Pre-Bid Conference for In-Bond Concession Agreement

No. 88-0089

Resolution authorizing the Director to hold a pre-bid conference for the pre-bid of the In-Bond Concession.

Mr. Turpen explained that Duty Free's agreement terminates in approximately one year. He felt that it would be prudent to hold a pre-bid conference at this time to reach out to potential bidders and advise them of this opportunity well in advance of the effective date and solicit their views.

Commissioner Fleishell asked if there had been a problem between Customs and Duty Free's off-Airport facility. He thought that Duty Free was trying to get the Federal law amended.

Ms. Angela Gittens, Deputy Director, Business and Finance, responded that that effort is still in the works. She said that there is no requirement for a bonded warehouse downtown but that this facility will be required under this agreement so that orders can be taken.

\* \* \*

G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Items 5 through 7 and 9 through 13 were unanimously adopted. Item No. 8 was removed from the calendar.



5. Resolution of Appreciation - Jerome A. Copelan

No. 88-0090

Commissioner Goosby asked where Mr. Copelan would be assigned.

Ms. Gittens responded that Mr. Copelan will be head property manager of the Americas for Qantas. Their office is located in downtown San Francisco and his sites will be Toronto, Vancouver, San Francisco, Los Angeles, Honolulu, Chicago and New York. If Qantas goes back into Mexico or South America he will be responsible for those areas as well.

Commissioner Goosby asked what Mr. Copelan's title was and if he would be replaced.

Ms. Gittens responded that his title was Head Property Manager and she said that he would be replaced.

Commissioner Goosby asked if that was a Civil Service position.

Ms. Gittens responded that it is currently a Civil Service position however there is a possibility that a request will be made to change it to an exempt position. She said that if it remains a permanent Civil Service position she would not try to fill it temporarily, but would wait until an exam could be held.

Commissioner Goosby asked when she would know whether or not it would remain permanent.

Ms. Gittens responded that it will be up to the Commission to decide when it is presented to them in two weeks.

Mr. Turpen explained that the City Charter gives the Commission the authority to create an exempt position. If the exempt position is created, the Commission must ratify any appointment or discharge from that position. He said that there are presently a handful of Civil Service exempt positions at the Airport.

Commissioner Goosby asked how many people were on Mr. Copelan's staff.

Ms. Gittens responded that there are a total of five employees in the department; Mr. Copelan, another individual at the next level who is in charge of the retail concessions, and three others who are on a par with one another.

6. Resolution Approving Assignment Agreement's - Alaska Airlines and Delta Air Lines

No. 88-0091

Resolution approving the mutual assignment of space on Boarding Area 'B' of the South Terminal Building between Alaska Airlines and Delta Air Lines.

7. Authorization to Conduct Pre-Bid Conference for South Terminal Cigarette Vending Lease

No. 88-0092



8. Resolution Settling Construction Claims

Resolutions settling construction claims between Pan American World Airways and the Airport.

9. Bid Call: Contract No. 2043  
Removal and Disposal of Material Adjacent to Taxiway 'L'

No. 88-0093                      Proposed resolution approving the scope, budget, and call for bids for Airport Contract No. 2043.

10. Bid Call: Contract No. 1999  
Terminal Approach Roadway  
Pavement Widening and Repairs

No. 88-0094                      Resolution approving the scope, budget and schedule for Airport Contract No. 1999 and authorizing the Director of Airports to call for bids when ready.

11. \$85,000 Contract with the Corporation of Fine Arts Museums, San Francisco

No. 88-0095                      Contract for \$85,000 with the Corporation of Fine Arts Museums, San Francisco (COFAM) for the purpose of providing and implementing temporary exhibitions at San Francisco International Airport for the fiscal year 1988/89.

12. Contract for Holiday Decor, San Francisco International Airport

No. 88-0096                      Contract for holiday decor for holiday season, December 1988.

13. Declaration of Emergency:  
Contract No. 2056  
Emergency Transformer Repair

No. 88-0097                      Resolution ratifying the action of the President of the Commission in declaring an emergency because of an electrical transformer failure at West end of the parking garage and directing the Director of Airports to effect the necessary repairs.

\* \* \*





#### H. PUBLIC HEARING:

The public hearing was called to order at 9:32 AM and adjourned at 9:33 AM, there being no requests from the public to speak.

#### 14. Fiscal Year 1988-89 Rates and Charges

Hearing concerning the establishment of (1) terminal rental rates and (2) commercial and general aviation landing fee rates for Fiscal Year 1988/89 and beyond.

Mr. Turpen said that the Airline Affairs Committee has reviewed the rates and charges and staff will return to the Commission for approval at the next meeting.

\* \* \*

#### I. NEW BUSINESS:

Mr. John Stevens, Kitchen on Wheels, asked the Commission why the mobile catering truck operators were losing their permits and their business. He said that four operators have been working on permits at Cargo 7 for six or seven years and that a couple of months ago they received letters informing them that their permits were being cancelled and would have to leave the area.

Mr. Stevens said that they have had two unsuccessful meetings with the Airport. At the first meeting they were asked to approach the airlines for space. The operators were asked the results of their efforts with the airlines at the second meeting. He complained that they lost two half days with these meetings.

Mr. Stevens said that after the second meeting they visited their new location to determine how many companies would be working there. He said that United, the largest employer, does not want them. Delta has its own truck but the operators were told that there is an area with 15 employees and they would be allowed on the property for a few minutes at a time. Mr. Stevens said that American has 80 to 100 employees and United has about 40 employees in their cargo areas where they would be allowed to operate. Hertz has had a truck for 17 years and does not want another. Budget only has 15 employees. He said that the operators feel that half of the 200 - 300 employees located in this area will bring a sandwich from home, reducing the market to about 150 employees.

Mr. Stevens said that there are about six illegal trucks working at the Airport and nothing has been done to remove them from the area. He complained that these illegal operators pay no rent and no insurance.

Mr. Stevens said that the Airport is sending staff to the sites for about an hour to watch the operation and take photographs. He explained that if a truck stops it does not necessarily mean that the driver is there to buy food. The driver could be making a delivery or asking directions.

Mr. Stevens said that the Airport is claiming that the trucks are blocking the roadway and creating a hazard. He said that he works at Butler Aviation and there is no traffic in that area. He parks his truck closest to the street...35 feet from one side of the street and 45 feet from the other side. Mr. Stevens said that the operators have talked with the Airport Police and they have been told that they are not blocking traffic.

Mr. Stevens told the Commission that they have tried to work with the





Airport staff. There are four families working in that area and they are being put out of business. He claimed that the Airport is going to give that area to the highest bidder after they have spent years developing their businesses. He said that any money the Airport receives comes from the good will he has developed. He said that the good will that he has developed over the past eight years is his and belongs to no one else.

Mr. Stevens told the Commission that across from the area in which he works is an empty strip of land measuring about 20 feet wide by 650 feet long. In the past the catering truck operators have asked if they could use that area so they would be closer to the tenants, but were refused permission. He said that he worked at Cargo 7, which is leased property, for six years and about a year ago was asked to leave. He was told by Jerry Copelan of the Airport that the tenant did not want them on their property.

Mr. Stevens said that if there is a problem with their current location they would like to know what it is. He said that he has been at the Airport for 11 years and his truck cost him \$100,000. He pays \$1,000 in rent, utilities, \$2,000 a month in insurance, \$100 to the Airport and \$1-million in insurance. He said that it costs him \$2,500 a month to operate so he is not working free.

Mr. James Quiett told the Commission that he is a former Commissioner in Marin County and is representing the Jun Catering Truck Company. He asked the Commission if they have considered the damage this action will cause the catering truck companies. He requested that the Commission defer its decision so as to allow the operators more time to find additional accounts. He said that when the operators were contacted by the Airport they became frightened about their liability. He asked the Commission what it would mean to their own businesses to be cut off from one quarter or one third of their clients. He said that business would decline and eventually they would have to close their doors.

Mr. Quiett said that 30 percent of San Francisco business must go to minorities and the Commission should work just as hard to keep them in business as they do to put them out of business. He was not suggesting that the Commission was trying to put them out of business but he felt that traffic congestion was not sufficient reason for this action. He said that the Commission was not considering the Airport employees. He added that Mr. Chang has been at the Airport for 24 years.

Mr. Quiett said that the catering truck operators have received loans for their businesses on the premise that they have customers. They have relied on the Commission that they would come through for them and they, in turn, would come through for their customers. If the Commission lets them down, they will be letting down their customers.

Mr. Quiett told the Commission that all that is needed in this situation is a little creative thinking from staff. He asked the Commission to either abandon this effort or defer it in order to give the operators enough time to encourage tenants to provide space. He also felt that the relationship between staff and the operators was very poor and mistrust has developed. He felt that steps should be taken to correct the situation.

Mr. Quiett said that Jun's Catering was given a permit from JAL cargo to operate in their space in the evening when it is not being used. It was turned over to Eileen Silon of the Airport and they have not yet heard from her.

Commissioner Tsougarakis said that that issue does not belong at a Commission meeting and can be handled by staff.



Ms. Linda Chan of Chan's Catering told the Commission that her company has been at the Airport for 20 years. She said that the Commission does not realize what it takes to operate a small business at the Airport and that some nights they make only \$5.00 at a stop. She said that Jun's obeys the rules and does not feel that this new policy is necessary and will, in fact, hurt them. She asked the Commission to withdraw the policy.

Commissioner Tsougarakis said that she called the Commission Secretary and asked to have this issue calendared for this meeting but was given to understand that Airport staff had already scheduled a meeting with the operators for this coming Friday. She said that she agreed not to put it on the agenda until she knew the outcome of the meeting. She assured the catering truck operators that they have not been forgotten and the Commission is well aware of their concerns.

Commissioner Goosby said that there was a meeting about a month ago.

Commissioner Tsougarakis said that there have been a couple of meetings.

Ms. Gittens told the Commission that staff has had two sessions with the catering truck operators and there has been some progress. Staff has talked to various airlines and other tenants about taking on catering trucks. She agreed that more time is needed and action has been deferred. She said that nothing is scheduled to happen until July 15 and will most likely be deferred until a later date as the meeting with the caterers is not scheduled until later this week.

Commissioner Tsougarakis asked for a report after the meeting with the operators.

Ms. Gittens said that she will have a memo to the Commission by June 30 but cannot commit to an item on the next calendar.

Mr. Stevens said that the operators gathered 2,500 signatures to present to the Commission and asked to whom they should be presented.

Commissioner Tsougarakis asked that they be presented to the Commission Secretary.

See attachment.

\* \* \*

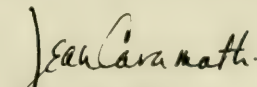
#### J. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*

#### L. ADJOURNMENT TO GO IN TO CLOSED SESSION:

There being no further calendared business before the Commission the meeting adjourned at 10:00 AM.

  
Jean Caramatti  
Commission Secretary



We the undersigned state: We do not understand the Airport Commission's decision to remove the catering trucks from their present locations and to revoke their permits, as their services are greatly needed.

We respectfully request that Kitchen-on-Wheels, D & M Catering, and the other permittees be allowed to continue business in their same locations.

NAME	OCCUPATION	COMPANY
O Lopez	Ramp Svcs	Pan Am
Tom Fleming	Ramp	Pan-Am
MAHE	RAMP	IAA
C. Casey	MAINT.	PAA
Dale P. Dutton	Ramp Service	PAA
Juan Salas	2to RS.	PAA.
M. Bini	RAMP	PAA
A. Jomiska	RAMP	PAA Air
D. PAGUERGAN	Ramp	PAN-AM
B. K.	MAINT	IAA
R. THOMAS	RAMP	PAN AIR
BEB. PLICER	PAA MAINT.	PAN AM
OLIVE	RAMP	PAN AM.
Stan Wilson	Ramp	PAA
BUDDEK	RAMP	PAA
EST. PENA	MAINT	PAA
AL. J. G. MATH	RAMP	PAA
A. F. OWEN	RAMP	PAA
M. MATH	RAMP	PAA
M. J. MATH	RAMP	PAA
DAN TABUSO	RAMP SVCS.	PAA
VICTOR PEREZ	"	PAA
NESTOR FRANCO	"	PAA
TONY BUSTOS	"	PAA
BENJ. RILLOA	"	PAA
SUSAN E. RILLOA	"	PAA





PETITION

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NAME	OCCUPATION	COMPANY
JOHN LOFTIN	RAMP SVC	PAA
TIM LOPEZ	RAMP SVC	DAA
Sil Corno	" "	"
Julio HERNANDEZ	" "	PAA
John G. ...	RAMP SVC	PAA
JAMES Manisalo	RAMP SVC	PAA
GUSTAVO SALAS	RAMP	PAA
Florencia VICTORIA	"	PAN-AM
BEN AGUA	"	PAA
VAGNER	"	PAA
Samuel ...	CATERING	PAN AM
...	RAMP	PAN AM
William E. Manfredo	RAMP SVC	PAN AM
R.H. ...	" "	" "
TEAL ...	MAINT. SVC	" "
B. ...	RAMP SVC	PAA
A. Kambic	RAMP SVC	DAA
S. Kambic	RAMP SVC	PAA
W. ...	RAMP SVC	PAA
Rudy ...	RAMP	PAA
G. ...	RAMP	PAA
He Shih	RAMP	PAA
C. ...	RAMP	PAA
...	RAMP	PAA
...	RAMP	PAN American
...	RAMP	PAA



## 3

We respectfully request that Kitchen-on-Wheels, D & M Catering, and the other permittees be allowed to continue business in their same locations.

<u>NAME</u>	<u>OCCUPATION</u>	<u>COMPANY</u>
Maurice Gamble	FLEET SERVICE	P.A.A.
Ray L. Rodriguez	Fleet Service	P.A.A.
J. Murphy	FLEET SERVICE	P.A.A.
Walter H. Haly	FLEET SERVICE	P.A.A.
J. Costa	FLEET SERVICE	P.A.A.



PETITION

PLEASE SIGN AND  
LEAVE FOR DAY SHIFT  
PICK UP. 5/26/88

We the undersigned state: We do not understand the Airport Commission's decision to remove the catering trucks from their present locations and to revoke their permits, as their services are greatly needed.

We respectfully request that Kitchen-on-Wheels, D & M Catering, and the other permittees be allowed to continue business in their same locations.

NAME	OCCUPATION	COMPANY
William D. [unclear]	Ramp Service	United Airlines
M. McGowan	[unclear]	UNITED AIRLINES
James J. [unclear]	[unclear]	UNITED AIRLINES
James J. VAUGHT	RAMP SERVICE	JAL
Ken Rusch	RAMP SERVICE	UAL
James R. Puccinelli	Ramp Service	UAL
James J. [unclear]	Ramp Service	UAL
John A. [unclear]	ASM	UAL
BOB HANSEN	RAMP SERVICE	UAL
James J. [unclear]	Ramp Service	UAL
TENNISON, G	"	UAL
R. Sparks	"	UAL
E. Connelley	RAMP SERVICE	UAL
K. ALLEN	RAMP SERVICE	UAL
[unclear]	Ramp Service	UAL
M. McElroy	Ramp Service	UAL
MOALA TAUTUAA	RAMP SERVICE	UNITED
VERNON S. [unclear]	RAMP SERVICE	U.A.L.
Argio J. De [unclear]	RAMP SERVICE	U.A.L.
[unclear]	[unclear]	UAL
MOSI TATUPU	"	UAL
Paul [unclear]	RAMP SERVICE	UAL





PETITION

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NAME	OCCUPATION	COMPANY
W. Parker	Mechanic	United
B. Spierman	R & E MECH.	UNITED.
William Condyll	A & P MECHANIC	UNITED.
Arthur J. 76	" "	"
Ernie O'Brien	" "	"
W. J. McArthur	A & P MECHANIC	United
James J. Watson	A & P MECHANIC	UNITED.
Peggy Baker	Ramp Service	UAL
EARL (TRUCK DRIVER)	RAMP SERVICE	"
James J. Tule	RAMP Service	UAL
John Dunn	Ramp Service	UAL
Armando Trice	" "	UAL
Rose Gordon	" "	UAL
Ray Campbell	" "	UAL
Ray Monte	" "	UAL
W. J. J. La	" "	UAL
J. P. POMIERIE	" "	UAL
Terrell	Ramp Service	UAL
Joe Winston	" "	UAL
Donald Deffen	" "	UAL
Harry Tucker	" "	UAL
Harold R. Bange	" "	UAL
Art. Mck	" "	UAL
Alvin A. B. mck	" "	UAL
Joe Hargrave	" "	UAL
Alvin	" "	UAL





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NAME	OCCUPATION	COMPANY
W. K. Kuan	Ramp Service	United
Amio Bonnard	Ramp Service	United
MARCUS A. RANIREZ	RAMP SERVICE	United
Peter McDonald	Ramp Manager	United
JACK SUTHLAND	RAMP SUPERVISOR	United
Larry McKee	Scheduler	" "
Emette Brown	Ramp Service	UAL
AL CARPINO	RAMP SERVICE	UAL
A. A. Sequiera	RAMP SERVICE	UAL
D. MATHIAS	RAMP SERVICE	UAL
D. WYRICK	RAMP SERVICE	UAL
L. HERRICK	UAL MECH	UAL
T. Johnson	MM Supervisor	UAL
T. A. CARNER	MM LEAD	UAL
PAUL BAWDEN	MECHANIC	UAL
R. FOCHT	MECHANIC	UAL
ERNESTO IBARRA	RAMP	UAL
HEANDRO MONGE	RAMP	UAL
ALFRED MONAN	RAMP	UAL
ERMANO E. CARRAJAL	RAMP	UAL
J. E. ELLIOTT	RAMP	UAL
Tim. Thomas	Ramp	UAL
James Hall	Scheduler	UAL
JOSE M. CRISTOFORO	SCHEDULER	UAL
RONALD A. MIMS	SCHEDULER	UAL
Ray Starnes	Ramp Supervisor	UAL
K. D. Neill	RAMP	UAL







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NAME	OCCUPATION	COMPANY
<del>F. J. Taylor</del>	Ramp	United
<del>C. Jones</del>	<del>frat</del>	<del>United</del>
JOSE E ROMERO	RAMP	Flowers
IVORY	RAMP	Flowers
C. KENNEDY	RAMP	United
DEBORAH L. BIRD	RAMP	United
Paul Boden	Ramp	United
J. Ramirez	RAMP	UNITED
CONNIE IBARRA	CABIN	JAL
J. Evans	RAMP	JAL
S. J. J. J.	Ramp	JAL
Sally Reed	Ramp	JAL
ALD. Armstrong	Ramp	JAL
MIKE MATTOZZI	BSC	JAL
Kirk Reese	Ramp	JAL
Mike Gallagher	RAMP	JAL
BILL EMMALLA	Ramp	JAL
<del>W. J. J. J.</del>	<del>Ramp</del>	<del>JAL</del>
<del>W. J. J. J.</del>	<del>Ramp</del>	<del>JAL</del>
TRICK PETER	RAMP	JAL
King Queen	RAMP Super	JAL
J. J. J. J.	Ramp Service	JAL
W. J. J. J.	Passenger Service	JAL
JOHN MARIN	C. G.	JAL
D. C. PEREZ	RAMP	JAL
J. F. LEMUS	RAMP	JAL
H. L. WILLIAMS JR.	AL	J





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NAME	OCCUPATION	COMPANY
Tommy Kang	RAMP SERVICE	UNITED AIRLINES
M. P. #5	" "	UNITED AIRLINES
Ed McMahon	" "	U. A. L.
Jerry D. Powell	R. S. M.	U. A. L.
Jackie McElroy	" "	U. A. L.
Jackie McElroy	Supervisor	U. A. L.
W. Stevens	Ramp Service / AMM	U. A. L.
D. A. Manno	Ramp	U. A. L.
Gary Dyer	Ramp Service	UNITED
W. H. Carter	Secretary	R. F. C.
W. H. Carter	Ramp	UNITED
W. H. Carter	Ramp Service	UNITED AIRLINES
Black Clavelly	RAMP SERVICE	UNITED AIRLINE
B. B. Broughtwell	Ramp Service	UAL
Donald Lopez	" "	UAL
John Tolson	RAMP SERVICE	UAL
W. H. Carter	Ramp	UAL
E. J. W. N. G.	Ramp	UAL
W. H. Carter	Ramp Service (Supervisor)	UAL
RONALD J. ROLL	RAMP SERVICE	UAL
ROBERT SARVEL	Ramp Service	UAL
FORGE K. MINER	RAMP SERVICE	UAL
AND H. G. [unclear]	RAMP	UAL
KEIT OLSEN	RAMP	UAL
W. H. Carter	Ramp	UAL
J. [unclear]	MECHANIC	UAL



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NAME	OCCUPATION	COMPANY
<i>Walter Williams</i>	<i>Ramp Service</i>	<i>United Airlines</i>
<i>Henry Estrada</i>	RAMP SERVICE	UNITED AIRLINES
<i>Franklin Martinez</i>	RAMP SERVICE	UNITED AIRLINES
<i>David V. King</i>	<i>Ramp Service</i>	" "
<i>Whitney White</i>	RAMP SERVICE	" "
<i>John A. Ramez</i>	" "	" "
<i>J.L. Melillo</i>	" "	UNITED AIRLINES
<i>Makoto Watanabe</i>	RAMP SERVICE	UNITED AIRLINES
<i>James Flaherty</i>	RAMP SERVICE	United Airlines
<i>William Taylor</i>	MECHANIC	UNITED AIRLINES
<i>Bill B. Bell</i>	A & P Mech	UAL
<i>J. J. Smith</i>	A & P Mech	UAL
<i>Jim McLaughlin</i>	" "	" "
<i>Mike Bunge</i>	RAMP SERVICE	" "
<i>James Dyer</i>	" "	" "
<i>James B. Bell</i>	Ramp Serv	United Air
<i>J.P.D.</i>	Ramp Serv	UNITED AIR
<i>R. Matting</i>	MAINT. Foreman	UAL
<i>V. Cook</i>	SFOCK	UAL
<i>E. Ginez</i>	SFOCG	UAL
<i>Frank Alvarez</i>	SFOCG	UAL
<i>J.R. Burgh</i>	SFOCG	UAL
<i>R. Dimopoulos</i>	SFOCG	UAL
<i>Maxwell Harris</i>	SFO.MK	UAL
<i>John J. Schwartz</i>	SFO.MK	UAL
<i>Paul J. McKee</i>	SFO.MK	UAL









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NAME	OCCUPATION	COMPANY
John K. F. E.	Clerk	U.S. Postal Service
JOSEPH H. BAUTISTA	DPO	" " "
Maryann Laguna	clerk	" " "
Myra de Luna	clerk	" "
El Wesson	clerk	" " "
W. Cameron	clerk	" " "
C. McDonald	Clerk	" " "
Orville Gunn	clerk	" "
Ray Watts		U.S. Customs
Sharon Sulez	Customs Officer	U.S. Customs
Philip Espinoza	Mail Handler	Postal Office AMF
John P. ...	MAILHANDLER	POSTAL OFFICE AMF
John Mallory	MAILHANDLER	U.S.P.S.
Maurice A. White	" " " "	U.S.P.S.
James Riley	clerk	U.S.P.S.
Charles A. Olson	clerk	U.S.P.S.
T. Campos	mailhandler	U.S.P.S.
John ...	clerk	USPS
John ...	clerk	USPS
John ...	clerk	U.S.P.
John Chay	clerk	USPS
John ...	clerk	USPS
M. Cui	CLK	USPS
John ...	Postal Worker	USPS
John Hawley	GEN CLERK	U.S. Postal Service
John ...	U.S. SERV. A/E MAINT	USPS
JENNA RICHARDSON	SUPERVISOR	U.S.P.S.





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NAME	OCCUPATION	COMPANY
Brenda Lee	CUSTOMER	City & Country
John Antonio	MECH	U.A.C. INC
Paul G. G. G.	"	"
David W. W.	"	"
Bernie Haggerty	Tech.	UAL
William D. Williams	MECH	UAL
Edward G. G.	STOLE	UAL
Frank Jones	SFOR	UAL
Joe Davis	Engineer	UAL
Chuck Campbell	Com Tech	Pac Bell
Frank M.	Com Tech	Pac Bell
John D.	UAL - SFORD - Camp	Manpower
Bill Smith	UAL SFORD	North Airlines
Donald Hunt	UAL - Engineer	United Airlines
John Mangan	UAL - Buyer	UAL
Robert G.	ENGR TECH	UAL
John G.	ENGR TECH	UAL
Harold K.	PROD. Analyst	UAL
Beryl J. Green	PROD ANALYST	UAL
Tom M. Crane	AUDIO VISUAL SPECIALIST	UAL
CAVIN Yuen	ENGR	UAL
Blaine P.	Logistics Controller	UA
M. G.	Market Sales Rep	UA
Ray E. G.	SFO SHUTTLE BUS SUPERVISOR	SFO SHUTTLE BUS
John D.	Prog Analyst	UA
John D.	AIRCRAFT ELECTRICAL (TRAVELER)	UNITED AIRLINES
C. F. Marshall	Post Office	U.S. P.O.



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NAME	OCCUPATION	COMPANY
<del>Conrad Macal</del>	<del>UNITED MECHANIC</del>	<del>UNITED</del>
Bill Ann	MECHANIC	UNITED
Bob	MECHANIC	UNITED
Richard Cox	MECHANIC	UNITED
Michael T. Hunt	MECHANIC	UNITED
James M. Lee	MECHANIC	UNITED
Alan Lynn	Mechanic	United
Walter Sterling	"	"
Jack W. Ford	PLANNER	UNITED
Ray Ann	Lead Machinist	UAL
Donnie Spanggaard	Helper	UNITED
George T. H. H. H.	Machinist	U.A.L.
W. H. H.	Machinist	UAL
W. H. Calvin	Machinist	United Airlines
Robert R. P.	Planner	United Airlines
Tom Vaughan	Mechanic	UAL
Albert Zengay	Technician	United Airlines
W. H. H.	Engineer	UAL
Bob Nick	Mech	United A.L.
W. H. H.	Mech	UAL
Frank Davis Jr	MECH	UAL
MARTIN MOCK	MECH	UAL
Sten L. West	MECH	UAL
James H. H.	Supervisor	UAL
W. H. H.	Planner	UAL
W. H. H.	SEIA CUSTODIAL	UNION





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NAME	OCCUPATION	COMPANY
Glenn Dupon	SERGEANT	BUDGET RAC
Hammy Barker	A/C MECHANIC	UNITED
Ray A. Lory	A/C MECHANIC	UNITED
Rich O'Hall	Dispatcher	Hertz
Melina Ueloa	Driver	Super Shuttle
MICHAELSONSON	CUSTOMER SERVICE	Hertz
Anthony Bessky	Service Agent	AVIS
Franki Woodward	Customer Service	Hertz
Julie Sugar	Customer Service	Hertz
Carolyn	Customer Service	Hertz
Carolyn	SECU MECH	UNITED
Will	Planner	UAL
D. Stoltz	Mechanics	UAL
Gemma	mech	UAL
ALTAR	MART	UAL
MANZANO	STOREKEEPER	UAL
E. VIVAR (25)	STOREKEEPER	UAL
VJ Bessett	Mech	UAL
ANIEL O. JERRIC	STOREKEEPER	UAL
JESS MARIN	"	UAL
Leonel Bernaldo	"	U.A.I.
Raulito Bera	"	UAL
Amore Batton	"	UAL
AKS L...	SFOCC	"
...	SFOCC	UAL
...	SFOCC	UAL
...	SECMP	





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NAME	OCCUPATION	COMPANY
<del>John J. [unclear]</del>	<del>Ramp</del>	<del>UNITED</del>
Benny [unclear]	Congress	U.S. Customs
Joe [unclear]	Shopper	United
<del>James Del Troys</del>	<del>Maint.</del>	<del>Delta</del>
<del>Joe [unclear]</del>	<del>Ramp Agent</del>	<del>WESTERN</del>
Mc [unclear]	STOCK CLERK	AMERICAN
<del>John [unclear]</del>	<del>Alton AOK</del>	
<del>John [unclear]</del>	RAMP	UNITED
Bud Falkner	Shopper	Avis
Harold Barber	Shopper	Avis
Jim [unclear]	Hiker	Budget
Robert [unclear]	Hiker	Budget
Marie [unclear]	Lot Service men	Budget
James R. Leabatter	Service agent	B.R.A.C.
John [unclear]	Lot man	
John K. Matulac	LOT MAN	B.R.A.C.
John [unclear]	Adm. Asst.	BRAC
James [unclear]	Lot person	AVIS
William [unclear]	Dispatcher	AVIS
John [unclear]	sales agent	Avis
John [unclear]		Budget
John [unclear]	Lot man	N.C. Rental
Bill Spurlough	Service Agent	National CR
Calvin [unclear]	Service Agent	N.C.R.
George [unclear]	Service Agent	National Car



## 17

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[illegible]



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NAME	OCCUPATION	COMPANY
GRAHAM RICHARDS	MECHANIC <i>(Nobady knows what he does)</i>	UAL
Billie V Romano	machinist	UAL
Ruth Tanti	machinist	UAL
J. Blatter	Machinist	UAL
B.H. BITTNER	MACHINIST	UAL
Paul Powell	NACHINIST	UAL
Henry Van Fouklans	"	"
R. W. Sloan	Mech.	UAL
Ed. [unclear]	"	UAL
W. [unclear]	"	UAL
Ed. [unclear]	Machinist	UAL
W. [unclear]	Machinist	UAL
W. Morrison	Machinist	UAL
W. Koloray	Machinist	UAL
W. Bunkley	Machinist	UAL
B.C. Gallo	Lead Machinist	UAL
W. Coxworth	Machinist	UAL
W. A. [unclear]	MACHINIST	UAL
W. D. O'Connell	Mach	UAL
Walt. Enril	L.D. MACHINES	UAL
W. Hengen	Mechanic	UAL
W. [unclear]	MACH. HELPER	UAL
Michael Kehlner	Tool Maker	UAL
W. [unclear]	Machinist	UAL
W. [unclear]	MACHINIST/MECH	UAL
W. [unclear]	Machinist	UAL
W. [unclear]	"	UAL











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NAME	OCCUPATION	COMPANY
Robert Medrano	MACHINIST	U. A. L.
Alfred D. Doherty	"	UAL
Edt Abrahamson	Mechanic Helper	UAL
Michael M. P. Kerk	" "	UAL
E. DYMER	MACHINIST	U. A. L.
Jim Riley	"	U. A. L.
GERALD T. HAYASHI	MACHINIST	UAL
Ed Schwinn	MACHINIST	U. A. L.
Mark Knight	MACHINIST	UAL
Paul J. Zettler	MACHINIST	UAL
Ray E. McDonald	"	"
Edward G. R.	"	UAL
EDWIN HUACO	MACHINIST	U. A. L.
Mike Doyle	MACHINIST	UAL
Donald E. Lee	MACHINIST	U. A. L.
Wm. Slater	MACHINIST	UAL
Wm. Hollen	MACHINIST	UAL
DENNIS A. WHISNANT	MACHINIST	UAL
D. H. West	Lead Mechanic	UAL
Doug Blanton	Machinist	UAL
LENN TAYLOR	"	UAL
Shirley	"	UAL
David M. Yee	"	UAL
Joe Vella	LEAD MACHINIST	UAL
Leah W. Alley	MACHINIST	UAL
Ken Bracchi	Machinist	UAL
Pat Fugate	Machinist	UAL



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NAME	OCCUPATION	COMPANY
Bernie Conger	Lead Machinist	UAL
Jim Mesman	MACHINIST	UAL
RICHARD F. MICHAELS	"	UAL
TEVE J. AVISA	MACHINIST	U.A.L.
BASILIO SAWCZUK	MACHINIST	UAL
Rich. Paulus	Machinist	U.A.L.
Walter	Helper	UAL
William Thompson	Machinist	UAL
Ray E. Aldrich	Machinist	UAL
Thomas M. Becker	Machinist	UAL
William B. Dargatzis	MACHINIST	UAL
Kathleen Denny	Machinist	UAL
Edith Starnick	Machinist	UAL
Robert K. Truab	MACHINIST	UAL
Ray E. Stewart	Machinist U.S. citizen	UAL
Robert J. Walsh	Lead	UAL
Edy Pauls	Machinist	UAL
Joseph Bonasera	Machinist	UAL
David F. Roper	MACHINIST	U.A.L.
Ed Larson	Machinist	UAL
Vile Zuller	LEAD MACHINIST	UAL
James P. Biddle	Machinist	UAL
Robert	MACHINIST	UAL
James	Machinist	UAL
Bob Dixon	Machinist	UAL
Mike Matulich	Machinist	UAL
Ray Lopez	MACHINIST	UAL



## PETITION

We the undersigned state: We do not understand the Airport Commission's decision to remove the catering trucks from their present locations and to revoke their permits, as their services are greatly needed.

We respectfully request that Kitchen-on-Wheels, D & M Catering, and the other permittees be allowed to continue business in their same locations.

NAME	OCCUPATION	COMPANY
Bustamante	Clerk	U.S. Postal Ser.
FRENCHIE E. ADAM	POSTAL CLERK	U.S. POSTAL SERVICE
<del>Tom Byrd</del>	"	" " "
<del>in D. Robinson</del>	Mail handler	" " "
<del>Mike Morrison</del>	CRYSTODAN	U.S. POSTAL SER
<del>St. John</del>	Mail handler	U.S.P.S.
<del>Konion</del>	clerk	U.S.P.S.
<del>Wynker</del>	postal clerk	U.S.P.S.
<del>Rachel Baker</del>	"	"
<del>Marilyn Armstrong-Hogan</del>	Mail handler	U.S.P.S.
<del>George Constant</del>	clerk	U.S.P.S.
	Clerk	USPS









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NAME	OCCUPATION	COMPANY
Dan J. Monson	CON-CON EXPEDITER	AMF
Robert Galt	Postal employee	AMF
E. P. Bellah	" "	"
Jonathan James	CON-CON DRIVER	AMF
Cheryl Casey	Postal Worker	AMF P.O.
E. H. Muehlstein	POSTAL EMPLOYEE	AMF/SFO
William F. Morgan	"	"
David N. Felt	"	"
James Brown	"	AMF/SFO
James Harrison	POSTAL EMPLOYEE	AMF SFO
William J. Jester	"	GMF SFO



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NAME	OCCUPATION	COMPANY
Thomas O LaChance	MAILHANDLER	USPS
<del>James</del>	TME	USPO
Jim Gordon	MAILHANDLER	USPS
Francis D. H.	"	"
M. MURPHY	"	"
DEBORAH POWERS	"	USPS
James W. Stelling	"	USPS
JOE TROTTER	SHAWTOR	USPS
		USPS
Bob Cameron	clerk	USFS
K. Cameron	clerk	USFS
Walter Cook	MJD	USPS
W. T. Williams	SUPERVISOR	USPS
Lucas Carr	clerk	USPS
Paul Burnett	Technician	USPS





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NAME	OCCUPATION	COMPANY
Jesse T. Gomez	postal Clerk	AMF-SFO
Norman Pazzaglia	"	AMF-SFO
Charles L. Dession	"	"
Edgar G. Miller	mailhandler	AMF-SFO
W. J. Gentry	"	U.S. Postal Serv.
Gregory Murakoff	Postal Clerk	US Postal Service
Raymond B. Bado	Mailhandler	U.S. P. S.
William D. Allen	Mailhandler	USPS
Edgar Romero	Mailhandler	U.S. P. S.
Monica Lee	Mailhandler	USPS
Romero B. G.	"	"
D. Nunez	"	"
Chuck Gomez	Group leader	USPS
Rosario Gomez	Mail Tech	AMF-SFO
John P. Conroy		
Robert J. Conroy	POD	AMF USPS





Petition  
To Keep Donna's Little Red Truck on  
airport property. <sup>27</sup>

1. Depo Books
2. John D. Lullo
3. Bill Derington
4. Jim Stenger
5. Joe White
6. Gudy Small
7. Dave A. Jensen
8. W. Moxley
9. Paul W. Ehrlich
10. Quas Kennedy
11. G. M. M. M.
12. Kenneth E. Fuchsh <sup>FW-56152</sup>
13. J. M. Martin
14. S. C. B. B. B.
15. Ron Batchelor
16. Robert Krugit
17. Bob Debelak
18. William R. R. R.
19. J. J. J.
20. J. J. J.
21. Fred C. Albert
22. Frank J. J. J.
23. J. J. J. Esquis
24. J. J. J.
25. J. J. J.
26. J. J. J.
27. J. J. J.
28. J. J. J.
29. James A. H. H. H.
30. J. J. J.



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NAME	OCCUPATION	COMPANY
K. R. L.	Stels Mgr	UAL
B. H. Smith	Operator	SFIA
John Key Feary	Kamp Service	UAL
Dorothy L. King	Surveyor	SFIA
John L. King	DANGER	Associated
James L.	FORCE	SFIA
Ch. Brown	A.P. OPERATIONS	SFIA
Robert L. Smith	Cargo Agent	Mexicana Airlines
Philip G. Smith	MANAGER	GATEWAY FREIGHT
B. J. L. King	SALES MGR	CENTINENTAL AIRLINES
Samt Allen	POST OFFICE	
William G. Smith	SFIA POLICE DEPT	
W. W. Eastwood	Mechanic	Chvron Corp
W. M. BIRDSON	MILKMAKER	U.S.P.S
J. NAVARE	Warehouse Mgr	P.T.O. INTL
John Campbell	UAC PERS SERVICE	U.A.C.
W. CARTER	RAMP SERVICE	UAC
W. J. L.	Ramp Service	UAL
W. J. L.	CORPORATE PILOT	RED LION INNS
Mike Oles	CARGO AGENT	LUFTHANSA
Karen Lucia	Wife	D & M Catering
W. J. L.	W. Mech	EAL
W. J. L.	ISS Driver	ISS



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<u>NAME</u>	<u>OCCUPATION</u>	<u>COMPANY</u>
Francis R. Kireczon	MACHINIST	SEPRK U.A.
Walter McCallister	DRIVER	4 LANE TRUCKING
William [unclear]	TRAFFIC OFFICER	SEPA POLICE DEPT.
Paul Croshaw	SUPPLY CLERK	THE AMERICAN
LARRY [unclear]	CHIEF AGENT	CHITONRY FRT
Don CUTLER	AGENT	GFS
DAVE BIGNON	SALES MAN	CO
Ray [unclear]	AGENT	GFS
Steve [unclear]	SALES	CHINA DRILLING
Bob [unclear]	RAMP SERVICE	FRT









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NAME	OCCUPATION	COMPANY
Charles Palad	Airline Employer	DHL
Phil	"	"
Mike Barnett	"	"
Ed Salas	"	"
Sylvia Braden	Airline Employee	DHL
W. J. Miller	"	DHL
John	"	DHL
Robert M. Murrell	"	DHL
Rebecca Thompson	A/C Records Admin.	DHL
Sylvia	A/C RECORDS	DHL
Susan Dargue Olds	Airline Employee	DHL
M. M.	"	DHL
Tim Thompson	Export	DHL
Dennis Long	"	"
Andrew Fickens	"	"
James Butler	"	"
Al Ware	"	"
Sam Hoyt	"	"
John Oliver	"	"
Dakota Bridges	"	"
W. J. Fikens	OPS	"
John C. Fikens	EXPORT	"
James Fikens	OPS	"
John Turner	OPS	DHL
Charles Brannen	CO	"
W. J. Fikens	DHL	DHL



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NAME	OCCUPATION	COMPANY
Doug E. Olson	TRK DRIVER	CLASSIC LINES
Timothy Brown	TRK DRIVER	CLASSIC LINES
John E. Holt	OFFICE SUPERVISOR	HILTON HOTEL
James Roberts	RUNNER	KOL
W. D. Dandberg	TRK DRIVER	BONDED S&VP
Bill 'Doc' Brown	Warehouse Manager	SAVING STORE
Whitney Brown	Shopper	The 'Secret' Shoppe
Wm. D. Dandberg	TRK DRIVER	City & Co. S&VP
Frank C. Galt	AVIATION	K-D ENGINEERING
Marvin Galt	SUPERVISOR	A.P.M.
William Galt	Sec. Guard	Guards
Richard Galt	COUNCIL	Outway
Emil Galt	US AIR	US AIR
Ernest Miller	Clerk	Northwest Air
John Galt	KAMP SUPERVISOR	Northwest Air
Laurel Galt	Cabin SERVICE	Delta
M. Galt	"	Delta
Bob Galt	MATERIAL Lead Clerk	US AIR
Richard Galt	Pilot	Chevron
John J. Hammer	DRIVER	TUFFTRANS
Tom McKunzie	driver	U.S. Gov. &
Alia Markowsky	Draftsman	COM
Jack Henry Galt	CONT AIR CARGO	CONT AIRLINES
John Galt	TRK DRIVER	S. F. AIR
John Galt	TRK DRIVER	ASI
Phil Harris	Kamp Lead	US AIR
Robert E. Galt	KAMP	ASI





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NAME	OCCUPATION	COMPANY
E. Rodriguez	U.S.P.	U.S.P.
John Smith	MAIL	U.S.P.
Max Yot-Dawson	U.A.L.	U.A. EXPRESS
Carlos Thompson	POSTAL CLERK	U.S.P.
Colin White	C. T. AIR PILOT	C. T. AIR
John H.A. Parks	BUS DRIVER	CRUANE RIZA
John Smith	Delta Res.	Delta
John Smith	AMERICAN AIR	AMR
John Smith	AMERICAN AIR	JNR
John Smith	Ramp Svc.	Delta
Vince Jones	Messenger	City and County
John Smith	Mechanic	H.P. ENT.
John Smith	Mechanic	H.P. ENT.
John Smith	CAR DRIVER	
S. Armstrong	Ramp Serviceman	United Airlines
John Smith	Customs Broker	TVP
John Smith	USPS. MAIL HANDLER	USPS.
John Smith	Aircraft Mechanic	Chevron Corp.
Ernest T. Treadwell	CUSTOMS OFFICER	U.S. CUSTOMS
John Smith	Postal	USPS
John Smith	Driver	Wilsey Bennett
John Smith	U.S. MAIL	U.S.P.S.
John Smith	Active Clerk	ASZ
John Smith	Secretary	ASZ
John Smith	Secretary	City
John Smith	ASPC FERTILIZER	PIPER SERVICE
John Smith	Flower	W. H. L.





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NAME	OCCUPATION	COMPANY
Michael	Mechanic	C's Pastel Line
Michael	Mechanic	Mobile Equip
Steve	Taxi Driver	J. S. R. Trucking
John	PIE BAKE	PIE BAKE
John	Driver	Frank Sanchez Trucking
D. S. MARANAG	GAIAH SUPERVISOR	BURR INTERNATIONAL
John	CONSULTANT	SF-EX
AREN SCHITZO	MECHANIC	CHEVRON
LANCE HIL	Whole Florist	HIL INC.
John	Postal Service	Postal Service
John	Driver	R. Q.C.
John	Driver	Academy
Pat	Clerk	Postal Service
Richard	Driver	US Postal Service
John	DRIVER	PST
John	Driver	US F. Line
John	WAREHOUSE WORKER	NORTHWEST AIR
John	Corporate Captain	Western Air
John	Messenger	Graves & Co.
Albert	Carpenter	Maintenance Civil Service S.F.
Steve	DRIVER	STRAIGHT
John	Driver	NOPHIL LIM
Michael	RAMP SERV	American Airlines
John	Operator	Post Office
John	Driver	United Airlines
John	RAMP SERVICE	United Airlines



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NAME	OCCUPATION	COMPANY
Keith Thornton	Clerk	American
Ray A. Macke	clerk	American
Jon Ungar	"	"
Philip Brown	Clerk	American
Wally	clerk	American
FLOYD Collins	clerk	AMERICAN
Samuel DeBemant	Clerk	American
Marshall Tullman	" "	" "
Isidore M. Hefka	" "	American
John Haim	"	"
Mac	"	American
John DeBemant	"	"
Robert C. DeBemant	CLERK	AMERICAN
Sam DeBemant	CLERK	AMERICAN
Sam DeBemant	"	"
Sam DeBemant	"	"
Mary DeBemant	CLERK	American Airlines
Alvin DeBemant	CLERK	AMERICAN AIRLINES
HARLES MORAN	"	"
RVIN Morgan	"	American Airlines
Robert Morgan	"	AMERICAN AIRLINES
For King	"	" "
George Gomez	"	American Airlines
Quimbo	"	"
For King	"	"
For King	"	"





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NAME	OCCUPATION	COMPANY
SEPH BACCOR	GARAGEMAN	NATIONAL CAR R-
Rafael Mancera	Garageman	Costume Car Rental
Alvin Lee	"	"
Shirley Edman II	DRIVER	NCR
Sam Fitzpatrick	Service Agent	NCR
Garmen Grunewald	Rental Rep.	NATIONAL
VICTORIA HOLLOWAY	RENTAL AGENT	NATIONAL CAR RENTAL
Jan Gentner	Customer Service Rep	National
RAY S. Wood	SERVICE AGENT (The Police use it)	NATIONAL CAR
DELY H-EN	RENTAL AGENT	NCR
Agnes Celeste	Car Rental Agent	National
Conrad N. Chan	RENTAL AGENT	NATIONAL
Trino Oseguro	SERVICE AGENT	NATIONAL
Walter Faltz	RENTAL AGENT	NATIONAL
Shirley Miller	RENTAL AGENT	NATIONAL
Paul Davis	RENTAL AGENT	National
Ward Ruth	Dispatcher	National Car Rental
Sobie Lee	RENTAL AGENT	NCR
Frank Maldonado	GARAGEMAN	NATIONAL
DAVID HUI	RENTAL AGENT	NATIONAL
K. OLSON	DRIVER	NATIONAL
Samuel R. Lowell	SERVICE AGENT	"
Michael C. Patterson	Service Agent	National
Wally Brown	Sanitation	NCR
Paul Mortensen	GARAGEMAN	NCR
Paula Morris	Dispatcher	NCR





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NAME	OCCUPATION	COMPANY
JOE FLOES	LIMOUSINE DRIVER	ASSOCIATED LIM.
Duffie Jeffry	POST OFFICE	POST OFFICE
Marvin Eichen	American Airlines Fleet Service	
Paul H. S.	American Airlines Fleet	Air. Air
Frank	Driver	Bedwood
Sam Phane	- " -	- " -
Benny	- " -	- " -
Harry Baskley	<del>SA</del> Driver	SFA City & County
Michael Zalkin	Postal Clerk	U.S. GOVERNMENT
Pat Cunningham	OPERATIONS OPERATIONS	TWA
Charlotte Miller	Yellow Airport Shuttle	Yellow
Th. A. Box	Postal Clerk	
Omeo	" "	USPS
James Beck	City Operations	SFA Ops
J. Milberger	USDA Office	USDA
J. Wynn	Eng.	SFA
Pat	SHIA MGR GROUND	TWA
W. C. Ford	Mechanic	Lockheed
Edward Kukul	"	Lockheed
Michael Miller	Driver	BA Super Shuttle
Thomas W. May	Driver	Graf Air Freight
Terro Dantz	SANWA Import Co.	
Shirley Sprick	Wayhouse	Pan Am
per Gargel	Sup - Pan	SA
J. C. Wynn	Air Tech	SFA
and Wynn	Grad Wynn	Driver



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NAME	OCCUPATION	COMPANY
Jordan Montano	Postal Clerk	U. S. P. S.
R. K. Singh		DOBBS
Samuel Hill	CSSA	DELTA
John Hasey	sky cap	EASTERN
Michael Sothair	Mail Handler	
Roger Thomas	sky cap	Eastern
Jim Miller	Air - mtr Driver	AIR - mtr
John Williams	Turkish	AP FINE
HELM. R.	POLARICA	POLARICA
Jimmy Jones		
Ammar Hallaj	Lim. Driver	ASSA Lim. D
Nena Jain	Air Cabin Svc	
Tom Jones	AP	
Bob Lane	Chadwick	City
STRAVER	BRITISH	US AIR
Robert MARY	SA	U.S.
ELMA MORADE	RENTAL AGENT	RENT
Tom Johnson	Driver	AET
John E. Cameron	RAMP SERVICE	TWA
Mark Smith	Driver	DPS
Lillie Moore	WARD	City
Michael Ward	SEIA Plumber	City
John Williams	U. S. POSTAL CLERK	U. S. P. S.
Al Stovall	Driver	CTS Express
Harold		CTS
John	SA & P. S. CLERK	U. S. P. S.



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NAME	OCCUPATION	COMPANY
Don A. Frost	VP-Sales	Aviation Methods
Trisheney	Sales	"
James F. ...	Secretary	"
D. Higgins	Pres	"
Linda Kaldin	Acct.	"
R. McMahon	Chairman	"
C. Jeff Huber	VP-FLIGHT OPERATIONS	"
Emilio J. ...	Accounting	"
Salvador Garcia	Receptionist	"
V. ...	V.P.	"
Ag. ...	Controller	"
Edin Biedoff	Flight Operations Dispatcher	"
D.M. ...	Pilot	"
J. ...	POLICE - OFC.	
David ...	Delivery	
R. J. ...	RAMP	UNITED AIRLINES
John ...	Limo	Ishi Limo
John ...	Ramp	DHL
John ...	DRIVER	INNOVATIVE
John ...	DRIVER	Marcel & Fernan
Rick ...	Messenger	AIRPORT
Pat Callaway	" " "	3-Way
Carroll	MTG	ARL
W. ...	Baggage handler	The ...
J. De ...	Podrier	TRICOR
T. Coilverto	JANITOR	AMP





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NAME	OCCUPATION	COMPANY
ERNEST SWAN	Cargo Agt	Gateway
LARRY BAKER	CARGO AGT	Gateway
TRICIA LEA (Jen)	Cargo Agt	Gateway
Don CUTLER	CARGO AGT	GATEWAY
Debra Wilk	CSA	Alaska Airlines
Don	CARGO AGT	Gateway
Don Bradley	Cargo Agt	Gateway
Don	Cargo Agt	Gateway
Don	Cargo Agt	Gateway
FRED AKCHURN	SUPV	GFS
RUBEN ACOSTA	CARGO AGENT	GFS
JOHN PAPIA	MANAGER	GATEWAY
ANDREW GAMPZ	CARGO AGT	GFS
ROD HOERT	AGENT	
Ken Cowles	Supervisor	Gateway
JOHN LINT	AGENT	GATEWAY
DAVID MARTIN	AGENT	AVIS
Mike De Leon	PILOT	RED LION (NKS)
Debra Hart	A/C maintenance	DELTA
Debra Hart	Delta Airlines agent	Delta
Debra Hart	TRUCK DRIVER	KC EXPRESS
Don Wilson	Camp	PAA
Bill Cademartori	AIR FRG	NWA
Paul ADANA	DRIVER	KBI
Lawrence P. Smith, Jr.	CLERK	AMF
LEONARD 4 DE POKORSKI	AIRPORT SHUTTLE DRIVER	yellow
Doria Mills	CLERK	P.O.





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We respectfully request that Kitchen-on-Wheels, D & M Catering, and the other permittees be allowed to continue business in their same locations.

<u>NAME</u>	<u>OCCUPATION</u>	<u>COMPANY</u>
Dave Allen	Mail Handler P.O.	P.O.
Teresa Bruns	Maid / Hn Clerk	Post Office
B. Romero	RAMP SERVICE	C-17
David Brown	Fuel CLK	VSPU
Michael E. Edwards	Fueling Supervisor	A5T
Paul Riney	Super Shuttle Driver	Super Shuttle
Jal Maritz	Driver	
Ray Bradford	Level Painter	United
W. White	Terminal mgr	Gates
Daryl Whit	Reporter	AA
Timothy J. Burr	Dyn-Air Ramp Rep	Dyn-Air
Henry E.C. Anagnosta	GS Fueler	TWA
John Ferguson		Delta air lines
Pat Rogers	GA	DELTA Air L.
Kobles, Larry	Mechanic	AA
EN ARAGONA	RAMP SERVICE	DHL AIRWAYS
Julia Zamudio	Secty	APM
Debra White	210	Lombard
Don Black	TOUCHDOWN	PACIFIC DELIVERY
Don Cole	Main UAL	UAL
James C. Gray	Taxi Operator	Jet Van Cab
Mike Mackay	MECHANIC	UAL
Jim Jones	Alcon	ULC
David Smith	McBride	
Norah S. Stevens	Security	SFIA
Joe Lee	Mech	UAL
W. Ray	MECH	UAL



PETITION

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NAME	OCCUPATION	COMPANY
SEAN O'Boyle	LABORER	SFIA
Kalter Harris	"	SFIA
Kocher	Opis Eng.	SFIA
SHAMUEL AYALA	General Laborer	SFIA
Mike Johnson	DRIVER	"
Ken Allen	DRIVER	"
ILUX FALSON	LABOR	SFIA
Agustine	"	SFIA
Juan Castella	"	SFIA
Ben Gonzales	BULLSHITTER	"
Freid Jones	LABORER	"
Mike Ward	Plumber	"
Robert Fiddler	"	"
Mike Flores	Foreman	"
Ron Malcox	Truck Driver	"
Frank Dean	Laborer	SFIA
T. Porter	Farmer	"
B. Russ	"	"
EAR TOSADA	"	"
W. D. SODA	"	"
Frank Freis	"	"
Aug Marten	"	"
Rayne Johnson	"	"
W. McMorath	"	"
Mike Blayden	"	"
Joe Oldham	"	"



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NAME	OCCUPATION	COMPANY
S.M. GABEL	CARGO AGENT	AIR CANADA
Anthony	CARGO AGENT	AIR CANADA
Sefero	CARGO AGENT	AIR CANADA
Sefero	Cargo Agent	" "
Roberts	CARGO AGENT	AIR CANADA
Sefero	Cargo Agent	Air Canada
B. Tinsley	CARGO AGENT	DIA
S. EDWARDS	CARGO AGENT	DIAA
ANTHONY LEWIS	SUPERVISOR	JAL
NE CHATELLO	FULLER	A.S.J.
Nate Schuster	Limousine	Associated Limos
Larry Korman	CUSTOMHOUSE BROKER	G.M. Miller
Baruch PERELMAN	LIMO DRIVER	ASSOCIATED LIMOUSINE
Bob Selwitz	Dispatcher	Associated Limos
JEFF SEARS	DRIVER	CARL/RRT
JOHN R. KATZ	FSC	Air
Andie Winters	FSC	<del>Associated Airlines</del>
Vernon M. Arthur	Auto Mechanic	S.F.I.A.
Mike K. Hinton	SUPPLY CLERK	PAA
P. MILLER	" "	PAN AM
Raymond	DRIVER	K.C. Express
John F.	RAMP	PAN. AM
John D. Reddy	RAMP SERVICE	PAN AM
John D. Reddy	RAMP AGENT	UNITED EXPRESS
John D. Reddy	MAIL HANDLER	US Postal Serv.







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NAME	OCCUPATION	COMPANY
P. Mapa	Ramp	West Air
Don Elmore	Chief Agent	EASTERN
Rick Rhea	Manager	Aircraft Service Int'l
Lydia Venable	fueler	Aircraft Service
John Solato	Fuel Sup.	Aircraft Service
Mike Machone	messenger	Marine Corps
Norman Wain	Truck Driver	A. J. Cuzzocani
Harold	CREW CHIEF	AA
OT - it's done	Veolan Fuel	Veolan Fuel
W. Simeone	Curtis Air Fr. Service	Curtis Air
Tom Wapner	Pump Operator	Air Force
James Goral	A/C MECHANIC	A & Eastern
George Smith	A/C mechanic	Eastern
W. X. Davis	MECHANIC	UAL
Alvin Henry	MECHANIC	UAL
FRY. Sili.	DRIVER	CENTRA FET.
ROBERT TAYLOR	DRIVER	PROFIT FET S/S
MIKE LYON	CLERK	AA
J. C. Brown	MAIL COORDINATOR	EA
Debra	RAMP	CONTINENTAL
Willey	mechanic	ASA
Jackie	Line operator	
Ed. Clark	Truck Driver	Maple Trees
Ed. Johnson	Pilot	Mary Air
Ed. Johnson	U. AIR SECURITY	U. A. I.
Ed. Johnson	PA MECHANIC	TIAA



We respectfully request that Kitchen-on-Wheels, D & M Catering, and the other permittees be allowed to continue business in their same locations.

[illegible]



PETITION

We the undersigned state: We do not understand the Airport Commission's decision to remove the catering trucks from their present locations and to revoke their permits, as their services are greatly needed.

We respectfully request that Kitchen-on-Wheels, D & M Catering, and the other permittees be allowed to continue business in their same locations.

NAME	OCCUPATION	COMPANY
Ray DARBELLAY	TRUCK DRIVER	AMERIGAS
Stone	employee	Aviation
John STEPHENS	MANAGER	Quartz
Red Delaport	LIMO DRIVER	P & T Custom
Mike Schiflett	Maintenance Supervisor	USAir Lines
Norman E. Graham	Truck Driver	US Postal Service
Carlos Castro	DRIVER	USPS
LUC SANDOVAL	MANUAL LABORER / COMPUTER OPERATOR	USPS
Mike Guzzo	Driver	BRE
Mike Mahley	Driver	Cal Central Press
Scharin	Mechanic	Continental
Bill Cory	Taxi	SEID
Ray Armstrong	Stock Clerk	USAIR
Ken Kolanich	Mechanic	DYNAIR
Archie Debas	Tech	Mexico-Air
Sam E. Mohr	IMPORT DOCUMENT CLERK	GATEWAY FREIGHT SERVICES
Lois C. Callina	RE-CRASH CREW	AMERICAN AIRLINES
Jim Mar	PILOT	Nashua
Al Central	PILOT	NORTHERN AIR
Al Fazio	Cargo	Continental
Jim	Cargo	HERLINE
Bob	TECHNICIAN	ARINC
Ken Chapman	Ramper	AAA United Express
Al Zambiger	Ramper	AAA
Al	Driver	Airport Corporation
Bruce D. Clark	Manager	MAX Flughafen Intl





# PETITION

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We the undersigned state: We do not understand the Airport Commission's decision to remove the catering trucks from their present locations and to revoke their permits, as their services are greatly needed.

We respectfully request that Kitcher-on-Wheels, D & M Catering, and the other permittees be allowed to continue business in their same locations.

NAME	OCCUPATION	COMPANY
Paul	Cargo Handling Agt	Lufthansa
Bob Backley	Cargo Agt	Gateway Fast.
Bob Rows	Cargo Agt	Gateway Fast.
<del>Bob Rows</del> LIDA	RESTAURANT	AEROSTA CATERING
Bob Rows	DISPECTOR	B.H.O. Austria
Bob Rows	Warehouse/Driver	FW MEERS
Bob Rows	COUNTER	TNT/STEEPPART
Bob Rows	Mechanic	Aircraft Services
Bob Rows	DYNAIR - CARGO	DYNAIR
Bob Rows	CARGO	DKL
Bob Rows	Customs Broker	Armen Cargo
Bob Rows	Customs Broker	Armen Cargo
Bob Rows	Customs Broker	World Freight
Bob Rows	POSTAL CLERK	U.S. P.S.
Bob Rows	SF 17 Maint	
Bob Rows	SF 17 Maint	
Bob Rows	DRIVER	Associated Lines
Bob Rows	Garage man	Natl Car Rental
Bob Rows	Painter	City County S.F.
Bob Rows	DRIVER	Aircraft Services
Bob Rows	Warehouse/Driver	ACS
Bob Rows	DRIVER	Bothers
Bob Rows	SAFETY SUPERVISOR	Aircraft Services Int'l
Bob Rows	DRIVER	UAL
Bob Rows	ELECTRICIAN	ARIC
Bob Rows	DRIVER	Chadron Hotel





We respectfully request that Kitchen-on-Wheels, D & M Catering, and the other permittees be allowed to continue business in their same locations.

NAME	OCCUPATION	COMPANY
ERIK LERCHE	RAMP SERVICE	UNITED
G. PUBANG JR.	RAMP SERVICE	UNITED
R. J. Olsen	RAMP SERVICE	UNITED
I. MAGRI	RAMP SERVICE	UNITED
Bob Lorman	RAMP SERVICE	UNITED
Jay E. Blanchard	RAMP SERVICE	UNITED
W. W. W. W.		
Phillip J. Morley	Ramp Service	United
J. J. J. J.	RAMP SERVICE	UNITED
J. J. J. J.	RAMP SERVICE	UNITED
R. R. R. R.	RAMP SERVICE	UNITED
C. C. C. C.	Ramp Service	United
J. J. J. J.	" "	" "
D. D. D. D.	" "	United
E. E. E. E.	" "	" "
F. F. F. F.	" "	U.A.L.
G. G. G. G.	" "	UNITED
H. H. H. H.	" "	" "
I. I. I. I.	Ramp Service	United
J. J. J. J.	" "	" "
K. K. K. K.	" "	" "
L. L. L. L.	" "	" "
M. M. M. M.	Ramp Service	United
N. N. N. N.	Ramp Service	U.A.L.
O. O. O. O.	RAMP SERVICE	U.A.L.
P. P. P. P.	" "	" "
Q. Q. Q. Q.	" "	U.A.L.
R. R. R. R.	" "	U.A.L.
S. S. S. S.	" "	U.A.L.
T. T. T. T.	" "	" "
U. U. U. U.	" "	" "
V. V. V. V.	" "	U.A.L.
W. W. W. W.	" "	" "
X. X. X. X.	" "	" "
Y. Y. Y. Y.	" "	" "
Z. Z. Z. Z.	" "	" "







## PETITION

We the undersigned state: We do not understand the Airport Commission's decision to remove the catering trucks from their present locations and to revoke their permits, as their services are greatly needed.

We respectfully request that Kitchen-on-Wheels, D & M Catering, and the other permittees be allowed to continue business in their same locations.

NAME	OCCUPATION	COMPANY
<del>Dina L. Lira</del>	<del>Ramp</del>	<del>Ten Air</del>
John Hutton	D.F.A.	AUSTRALIAN CONSUL
Isabella Elbadivi	Ramp	EASTERN AIRLINES
Israel Castro	Driver	Airport Shuttle
P. RANCA 2	S. Monitor	SEGA Police dept.
RICARDO IMPERIAL	DRIVER	AIRPORT CONNECTION
Vanessa R. Readleth	service agent	B.R.A.C.
G. Asbuble	manager	Butler Aviation
<del>EVERETT R</del>	SUPERVISOR	U.S. CUSTOM SERVICE
N. L. L. J. Carter	Electrician	" "
Willie Bunkie	ELECT	SE-1A
Ronnie Cruz	ELECT	SFIA
Cleveland A. White	Mechanics	K.E.D. Engineering
Max Fiedler	TRUCKER	Rushmore
Paul [unclear]	DRIVER	GREAT WORLD
Victor TseGA	DRIVER	YELLOW CAB
Art. [unclear]	Ramp.	ASTI
Tommy [unclear]	Shift Manager	ASTI
John [unclear]	Cashier/Cleaner	ASTI
James [unclear]	PRINTER	SELF-EMPLOYED
Michelle [unclear]	Driver	Tower Aviation







2 RETURN  
ASAP

5-19-88

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PETITION

We the undersigned state: We do not understand the Airport Commission's decision to remove the catering trucks from their present locations and to revoke their permits, as their services are greatly needed.

We respectfully request that Kitchen-on-Wheels, D & M Catering, and the other permittees be allowed to continue business in their same locations.

NAME	OCCUPATION	COMPANY
<i>Mike Hunter</i>	STATION AGT.	NORTHWEST
FRANK M PONCE	EQUIPMENT SERVICE	NORTHWEST
ALBERT ROBINSON	EQUIPMENT SERVICE	NORTHWEST
<i>John P. [unclear]</i>	STATION AGENT	NORTHWEST
<i>Edie [unclear]</i>	STATION AGENT	NORTHWEST
<i>Joe [unclear]</i>	STATION AGENT	NORTHWEST
DON ALEXANDER	TRANS. AGENT	NORTHWEST
BOB BARLAND	ESC	NORTHWEST
Alan Can [unclear]	ESC	NORTHWEST
<i>Aug - 3, [unclear]</i>	SA STATION AGENT	NORTHWEST
<i>Jack H. [unclear]</i>	STATION AGENT	NORTHWEST
<i>Robert H. Brown</i>	JTA AGT	NORTHWEST
<i>Del [unclear]</i>	STATION AGENT	NORTHWEST
<i>Janey [unclear]</i>	SA	NORTHWEST
<i>Greg [unclear]</i>	SA	NW
<i>Andy [unclear]</i>	SA	NW
PAUL KOISSOTTE	EQUIPMENT SERVICE	NW
Alice Lewis	BTA AGENT	NORTHWEST
KEY Kerming for	ESC	NORTHWEST
MARCIA MCGILLIAN	STATION AGENT	NORTHWEST
ISRAEL VILA	ESC	NORTHWEST
<i>Phil [unclear]</i>	ESC	NWA
<i>Mark [unclear]</i>	ESC	NWA
<i>John [unclear]</i>	STATION AGENT	NWA
<i>Ann [unclear]</i>	SA STATION AGENT	NWA
Bill Dooling	station agent	NWA
<i>Ed [unclear]</i>	ESC	NWA



## PETITION

We the undersigned state: We do not understand the Airport Commission's decision to remove the catering trucks from their present locations and to revoke their permits, as their services are greatly needed.

We respectfully request that Kitchen-on-Wheels, D & M Catering, and the other permittees be allowed to continue business in their same locations.

NAME	OCCUPATION	COMPANY
Edna Vinton	AA FLEET SERVICE	AA
Edna Vinton	UA Ramp	UA
Jim Bleds	SUPER SHUTTLE DRIVER	SUPER SHUTTLE
James Delroy	Driver	Good Neighbors
John Williams	SFIA Plumber	SFIA Plumber
John Stokes	ASST	ASST
John Williams	AT+T	AT+T
John Williams	RAMP	DELTA
Winton Cherry	DRIVER	DELTA
Richard Jones	RAMP	DELTA
Robert Jones	DRIVER	DELTA
John Jones	DRIVER	MT Spring Water
John Jones	DRIVER	DELTA
John Jones	SFIA	CLC
John Robinson	United	United
John Jones	Driver	United
John Jones	DRIVER	US AIR
John Jones	RAMP	US AIR
John Jones	DRIVER	US AIR
John Jones	Line Driver	Associated
John Jones	LINEMAN	BULLER AVIATION
BARRETT KRIEGER	LINE SERVICE	BULLER AVIATION
John Jones	MAINT FRMANT	UNITED
John Jones	Carpenter	Foster Const.
John Jones	Carpenter	Foster Const.
John Jones	POLICE OFFICER	S.F.I.A P.D.
John Jones	CARGO DEPT	US AIR



## PETITION

We the undersigned state: We do not ~~understand the~~ <sup>agree with the</sup>  
 Airport Commission's decision to remove the catering  
 trucks from their present locations and to revoke  
 their permits, as their services are greatly needed.  
 We respectfully request that Kitchen-on-Wheels,  
 D & M Catering, and the other permittees be allowed  
 to continue business in their same locations.

NAME	OCCUPATION	COMPANY
Victorie Pacheco	Finance Administrator	MEXICANA
Andres J. Cortes	Secretary	MEXICANA
Andres Cortes	Sales Representative	MEXICANA
Samuel Sanchez	Cattle Rancher	Mustang Ranch
Bill Sif	Cargo Rep.	Mexicana
Joe Fern	CARGO SUPERVISOR	MEXICANA
Guillermo Duran	CARGO REP	MEXICANA
Jim M. S.	" "	" "
Guillermo Duran	" "	MEXICANA
Guillermo Duran	Rep Agent	MEXICANA
Jeffrey C. S. S.	MECH.	P.A.L.
Jeffrey C. S. S.	"	"
Jeffrey C. S. S.	"	A.P.C.
Jeffrey C. S. S.	"	A.A.
Jeffrey C. S. S.	mech.	A.I.E.
Jeffrey C. S. S.	labor	A.P.N.
Jeffrey C. S. S.	MECH.	MIS
Jeffrey C. S. S.	Secretary	Morrison James
Jeffrey C. S. S.	Carver	Collection
Jeffrey C. S. S.	Sales	Vical
Jeffrey C. S. S.	mech	VICAL
Jeffrey C. S. S.	Limbo	
Jeffrey C. S. S.	Eastern A/L	E.H.C.
Jeffrey C. S. S.	MECH	
Jeffrey C. S. S.	RPM	Fi
Jeffrey C. S. S.	Thrifty	Fi
Jeffrey C. S. S.	Driver	East Endon





## PETITION

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We the undersigned state: We do not understand the Airport Commission's decision to remove the catering trucks from their present locations and to revoke their permits, as their services are greatly needed.

We respectfully request that Kitchen-on-Wheels, D & M Catering, and the other permittees be allowed to continue business in their same locations.

NAME	OCCUPATION	COMPANY
Edith Johnson	CLK. Typist	SFIA Maint.
Judy Taylor	Tech.	Colt's
Javier Ruiz	Tech.	Colt's
Doreen Johnson	Entry Clerk	DHL
Theresa Fox	CHIEF OFFICER	AIRPORT COMMUNITY
William H. Hopt	Post Office	Indochina Republic
James Johnson	Customs	INTL. AIR
Walter E. Hopt	Technical Officer	Paul. Hoptman
Paul Crosby	Supply Clerk	Pro American
John A. Mullan	Electrician	SFIA MAINT
Leland L.	OFFICE MANAGER - AIRPORT	AIRPORT MAINTENANCE
Robert	Engineer	Delta
Robert L.	U.S. AIR MAIL	U.S. AIR
Robert L.	FLEET SER. CLERK	AA
Lyndell Butler	Flight Agent	US AIR
Robert L.	CLERK OPS	DIAA
Theresa Figueroa	Clerk	U.S. AIR
Robert L.	BUS DRIVER	AIRPORT
John L.	Mechanic	Delta
Robert L.	moving truck	Delta
Robert L.	dbl. engine	Delta
John L.	Auto Inspector	AIRPORT COMM.
Robert L.	Driver	Comm. Inc.
ISA AIRPORT-FILTER	GARDENING	SFIA - PERMITTEE
Joe Fisher	LABORER	SFIA MAINT.
M.O. Barakan	AIR CARGO AGENT	U.S. AIR
John L.	Truck Driver	Delta















## PETITION

We the undersigned state: We do not understand the Airport Commission's decision to remove the catering trucks from their present locations and to revoke their permits, as their services are greatly needed.

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NAME	OCCUPATION	COMPANY
Peggy Tsaur	P/perm	ARMEN CARGO
Cristin Meyers	Christina Meyers	Armen Cargo
ODI FADAYDO	ACCOUNTANT	ARMEN CARGO
KEVIN DIRPW	CUSTOMER DRIVER	ARMEN CARGO
SWINTER PETTI	CUSTOMER DRIVER	ARMEN CARGO
Dan A. Clark	CLERK	ARMEN CARGO
Michael QED	CARGO AGENT	CUFHAANSA
John Brown	Supervisor	Exotic (Toni)
Bonnie	Spot	MS
Nicholas P. J. J.	Mechanic	A.P. Enterprises
W. J. J.	CLERK	CLERK
W. J. J.	TRUCK DRIVER	AIR TRUCKS
W. J. J.	Mechanic	M. J. J. J.
W. J. J.	IMPORT CLERK	G. M. HILLER & CO
W. J. J.	AIRLINE CLERK	PAN AM
W. J. J.	CLERK	ARMY
W. J. J.	Mechanic	American Eagle
W. J. J.	Mech	American Eagle
W. J. J.	Pilot	American University
W. J. J.	Electrician	UNITED
W. J. J.	Export Agent	Ryder Int'l
W. J. J.	INTER	K. J. J.
W. J. J.	(7355) Truck Driver	Bayport Hamlet
W. J. J.	(Post office) Truck Driver	mi
W. J. J.	(ST)	BN
W. J. J.	Fireman	SF 11K *









## PETITION

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We respectfully request that Kitchen-on-Wheels, D & M Catering, and the other permittees be allowed to continue business in their same locations.

NAME	OCCUPATION	COMPANY
Peter McInnell	Auto-Mechanic	S.F.I.A.
George J. Kelly	" "	S.F.I.A.
James J. Cusack	auto work	S.F.I.A.
Art Lippman	Paint Shop	S.F.I.A.
Harry Chan	Auto Shop	S.F.I.A.
Sammy Lipp	Auto Shop	S.F.I.A.
John W.	Auto Service Center	Airport Police
John Mack	AUTO SERVICE WORKER	S.F.I.A.
George L. Mayson	Shop Asst.	S.F.I.A. MAINT.
Charles E. Robinson	Auto service worker	S.F.I.A.
Wm. Vigney	Fleet Shop	S.F.I.A.
Robert J. Brooks	Maintenance	S.F.I.A.
David Butcher	Maint.	S.F.I.A.
Walter S. Miller	LOCKSMITH	S.F.I.A.
Raymond	AUTO SHOP	S.F.I.A.
Mark Bacchi	Auto shop	S.F.I.A. MAINT.
Ed Thompson	Engring	S.F.I.A.
Richard Frank	Paint Shop	S.F.I.A. MAINT.
John Brown	mechanic	" "
Carl Pickens	Painter	S.F.I.A. MAINT.
Robert L. L.	Painter	S.F.I.A. MAINT.
George L.	PAINTER	S.F.I.A. MAINT.
Harry L.	SURVEYOR	S.F.I.A. ENGR.
John L.	OPERATIONS	PAN AM.
John L.	U.S. POSTAL SERV.	
Robert L.	FORWARDER	FORWARDER



## PETITION

We the undersigned state: We do not understand the Airport Commission's decision to remove the catering trucks from their present locations and to revoke their permits, as their services are greatly needed.

We respectfully request that Kitchen-on-Wheels, D & M Catering, and the other permittees be allowed to continue business in their same locations.

NAME	OCCUPATION	COMPANY
Thomas Trench	painter	import m.
Daniel Simpson	CONSTRUCTION INSPECTOR	SFA
Dean Lake	Truck Driver	Four Lane
Jackie Brown		SFA
Joe Sullivan	CARAGESS	LEF-6000
John Daley	Utility	US Air
Robert Berridge	U.S. DA - Insp.	U.S. DA
Victor Bachnick	Truck driver	Matheson
John T. H.	elect tech	T. H.
James W.	Truck. Forwarder	--
Frank F. H.	" "	" "
H. Gray	Airfield Safety Officer	City & County SF
John Nickell	Flight Nurse	Mercy Air Ambulance
Pat Clegg	EMT	" " "
Pat Clegg	LIMO DRIVER	AIRPORT CONNECTION
Ruby Lewis	Electrician	SFA
Robert Lewis	Vehicle Oper	U.S. Postal
Norm. T. H.	Electrician	SFA
W. H. H.	RAMP WORKER	ODDEN
Patricia H. H.	POLICE	U.S. Postal Service
J. H. H.	Air Group Training	
Mike St. H.	ROCK	K. H. H.
Bob H. H.	TRUCK DRIVER	CF AIR FREIGHT
W. H. H.	SUPERVISOR	CHINA AIRWAY
Steve M. H.	Driver	Golden Gate Flowers





PETITION

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We respectfully request that Kitchen-on-Wheels, D & M Catering, and the other permittees be allowed to continue business in their same locations.

NAME	OCCUPATION	COMPANY
FRED B. CHASE	RAMP SERVICE	TWA
Pat Winney	Operations	TWA
PETER P MURPHY	RAMP SERVICE	TWA
J. W.	RAMP SERVICE	T.W.A.
Art Smith	RAMP SERVICE	T.W.A.
William	Gen. Service	TWA
John	RSP	TWA
Paul	Operator	TWA
LARRY LACAP	RSP	TWA
JO DINGO	RSP	TWA
E. KIDDER	RSP	TWA
MELVIN ADAMS	Mech.	TWA
BENJAMIN J. BROWN	RSP	TWA
Edgar I. B. B. B.	Stair	TWA
Edgar I. B. B. B.	Ramp Service Person	TWA
Paul Polycarpou	Ramp Service	TWA
Paul Polycarpou	Ramp Service	TWA
Donald K. K.	RSP	T.W.A.
W. E. E. E.	F.S.	T.W.A.
W. E. E. E.	RSP	TWA
W. E. E. E.	Operation	TWA
W. E. E. E.	RSP	TWA
W. E. E. E.	RSP	TWA
W. E. E. E.	RSP	D.A.L.
W. E. E. E.	RSP	T.W.A.
W. E. E. E.	RSP	T.W.A.
W. E. E. E.	F.S.	TWA





PETITION

AIRPORT IS TAKEN OVER

We the undersigned state: We do not understand the Airport Commission's decision to remove the catering trucks from their present locations and to revoke their permits, as their services are greatly needed. We respectfully request that Kitchen-on-Wheels D & M Catering, and the other permittees be allowed to continue business in their same locations.

NAME	OCCUPATION	COMPANY
1. V. Richard Mottler	Ramp service	TWA
2. DK Willey	MAINT	TWA
3. <del>John</del>	<del>RSP</del>	<del>TWA</del>
4. <del>John</del>	<del>RSP</del>	<del>TWA</del>
5. John	RSP	TWA
6. Bill Coons	Maint	TWA
7. Bernard A. Ninkl		TWA
8. R. DEMKO	LST	TWA
9. KA Souza	RSP	TWA
10. R. Stevens	MAINT	TWA
11. <del>John</del>	RSP	TWA
12. R. Clark	RSP	TWA
13. R. Clark	Mechanic	TWA
14. H. L. L. L.	R. S. P.	TWA
15. H. C. C. C.	" " "	"
16. J. Foster	RSP	TWA
17. ART JASSO	RSP	TWA
18. MEI KERRY	ASP	TWA
19. V. V. Valee	RSP	TWA
20. O. D. D.	MAINT	TWA
21. M. K. K.	MAINT	TWA
22. R. P. P.	RSP	TWA
23. R. P. P.	ASP	TWA
24. W. R. R.	AF	TWA



## PETITION

We the undersigned state: We do not understand the Airport Commission's decision to remove the catering trucks from their present locations and to revoke their permits, as their services are greatly needed.

We respectfully request that Kitchen-on-Wheels, ~~ACOSTA'S CATERING~~, D & M Catering, and the other permittees be allowed to continue business in their same locations.

NAME	OCCUPATION	COMPANY
<del>Ray Johnson</del>	Postal Clerk	US Postal Service
<del>Greg Walz</del>	Warehousemen	CAC
<b>D. PIERREMAN</b>	<b>RAMP</b>	<b>PAN-AM</b>
<del>John A. Smith</del>	<del>CARGO</del>	<del>LUFT HANSA</del>
<del>RIAN R. RICHARDSON</del>	<del>MECHANIC</del>	<del>AMERICAN AIRWAYS</del>
<b>OE VALENZUELA</b>	<b>PHOTOGRAPHER</b>	<b>PHIL. NEWS.</b>
<b>David R. Colorado</b>	<b>Co Agent</b>	<b>Dollar Rent A Car</b>
<del>H. Bona</del>	<del>CLOCK</del>	<del>Am-Ex. Co. F.T.</del>
<del>B. J. Smith</del>	<del>Trucker</del>	<del>UP Express Air</del>
<del>James J. Smith</del>	<del>TRUCK</del>	<del>ELVING T. SMITH</del>
<del>Bill Smith</del>	<del>TRUCKER</del>	<del>CONTRA</del>
<del>W. Smith</del>	<del>TRUCKER</del>	<del>TRUCK</del>
<del>James McDonald</del>	<del>TRUCK</del>	<del>Budget</del>
<b>IAREY HAAC</b>	<b>Mechanic</b>	<b>Budget</b>
<b>ABALUNA</b>	<b>RAMP</b>	<b>UNITED</b>
<del>Mike Smith</del>	<del>TRUCK</del>	<del>AIR TRAVEL</del>
<del>W. Smith</del>	<del>Mechanic</del>	<del>UA</del>
<del>Brian Richards</del>	<del>TRUCK AGENT</del>	<del>Southwest #1</del>
<del>Bill Smith</del>	<del>RAMP</del>	<del>UA</del>
<b>C. GARCIA</b>	<b>DECTA RAMP</b>	<b>DECTA AIRLINE</b>
<del>T. Smith</del>	<del>UNITED</del>	<del>UNITED</del>
<del>W. Smith</del>	<del>Mechanic</del>	<del>Delta Air</del>
<del>W. Smith</del>	<del>Mechanic</del>	<del>UA</del>
<del>Schneider</del>	<del>Trk. Driver</del>	<del>Serv. Air</del>
<del>W. Smith</del>	<del>AIR FRT REP</del>	<del>UNITED</del>
<del>W. Smith</del>	<del>Trk. Driver</del>	<del>UA</del>



PETITION

We the undersigned state: We do not understand the Airport Commission's decision to remove the catering trucks from their present locations and to revoke their permits, as their services are greatly needed.

We respectfully request that Kitchen-on-Wheels, ACCOSTA'S CATERING D & M Catering, and the other permittees be allowed to continue business in their same locations.

NAME	OCCUPATION	COMPANY
McCathy	AIR FREIGHT	UAC
David Schneider	Driver	A+AA
W. M. Winkler	Air Freight UA	UAC
Bob	MECHANIC	EV
Bob Steensma	Supervisor, AA	AA
David Scateria	Air Freight	CBE
John Sif	Sup.	EU.
John J. Davis	Mbr.	CBE
John J. Davis	ASN	ASJ
John J. Davis	ASE	ASE
John J. Davis	Air Air Mechanic	Air - Am.
John J. Davis	MECHANIC	AIR AMERICA
John J. Davis	CSA	CO
John J. Davis	Ramp Clerk	U.S.P.S
John J. Davis	Air Freight	Schenker's
ANIEL BOJICOV	Line Qualifier	Associated Linc
NIG MAROS	OPJ. MANAGER	ASN.
BASTIAN BELO	Ramp mvr.	UAC
Robert Ballman	RSN	UAC
John J. Davis	AIR FREIGHT	AA
John J. Davis	ASN	AA
John J. Davis	DEA	HUST GONE
John J. Davis	Driver	Burlington Air Express
John J. Davis	MECH.	AA
John J. Davis	MECH.	LESTER MORGAN





PETITION

We the undersigned state: We do not understand the Airport Commission's decision to remove the catering trucks from their present locations and to revoke their permits, as their services are greatly needed.

We respectfully request that Kitchen-on-Wheels, ACCSTA'S CATERING, D & M Catering, and the other permittees be allowed to continue business in their same locations.

NAME	OCCUPATION	COMPANY
<del>John J. ...</del>	Sales	RWA
W. J. ...	Mechanic	AA
Wm. ...	Mechanic	A.F.
C. ...	Postal Clerk	U.S.P.S.
James ...	Express Service	A.P.
Samuel P. ...	Facilities Maint.	A.A.
Wm. ...	" " "	A.A.
Mario ...	Driver	AVIS
...	MECHANIC	A.P.
Charles ...	MAILHANDLER	U.S.P.S.
Henry ...	Mechanic	Melroe Equip.
...	...	...
Armand ...	Avionics	Lockheed
Wm. ...	Super Shuttle Driver	...
...	DRIVER	SUPERSHUTTLE
...	DRIVER	AVIS
...	DRIVER	AVIS
...	DRIVER	...
...	DRIVER	AVIS
...	DRIVER	AVIS
...	DRIVER	...
...	RSM SERIC	UNITED
...	Mechanic	A.P. Enterprises
...	Warehouse	A.S.G.
...	Agent	UNITED
...	DRIVER	Associated Limousine
...	DRIVER	TRICOR



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NAME	OCCUPATION	COMPANY
Kyisi	Manager	A STZ
Clyde Anderson	(Security)	Air Port Police DEPT.
L. Phelps	<del>Manager</del>	<del>Adm. Serv. Co.</del>
<del>Raymond A. Baker</del>	<del>Equipment Service</del>	<del>A. J. W. J.</del>
<del>James H. H.</del>	<del>Driver</del>	<del>USMC</del>
David Mitchell	Editor	Holiday Inn
John Delapenna	U.S. Postal Service	
COO (Chicago)	H. P. H.	AST
James (C. H.)	C. S. H.	P. H. H.
James (H. H.)	Driver	Super Shuttle
William H. H.	Arch. Mgr	J. H. H.
James H. H.	Mail Clerk	United Airlines
<del>James H. H.</del>	INVESTIGATOR	C. A. H. H.
<del>James H. H.</del>	MAIL HANDLING CLERK	U. S. H.
<del>James H. H.</del>	C. H. H.	U. A. H.
<del>James H. H.</del>	H. H.	U. E.
James H. H.	A+P Mechanic	United Express
James H. H.	Mechan	U. S. H.
James H. H.	DRIVER	POSTAL SERVICE
James H. H.	Driver	Destiny
James H. H.	DRIVER	Rebrand
James H. H.	B-77 LOADMASTER	DHL AIRWAYS
James H. H.	owner	ARMED PARKS
James H. H.	owner	Rebrand
James H. H.	owner	ARL
James H. H.	TRUCK DRIVER	Caribbean STMT. Flowers



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NAME	OCCUPATION	COMPANY
Brent Evans	Telephone man	Pacel
A. Bickel	Reuben Sales	UTA
G. Evans	Flight Service Clerk	AA
W. Evans	US Postal Ser	USPS
W. Evans	AKA/BK Exp	CITY & County of SF
W. Evans	Customer Service	Continental
W. Evans	US Postal Ser	RKT
W. Evans	As Actor/Writer	ART
W. Evans	Comper	Dynair
W. Evans	ALLOT	American Methods
W. Evans	ASO	SFAA
W. Evans	USPO	USAA
W. Evans	Trucker	FWMYers
W. Evans	Account Supervisor	DeBBs.
W. Evans	As Actor/Writer	SFAA
W. Evans	Nicot	Refman
W. Evans	As Actor/Writer	Refman
W. Evans	CLARK	Refman
W. Evans	MAINT	S.F. I.H.
W. Evans	FSC	AA
W. Evans	Pull Agent	Einleken
W. Evans	FR. MGR	ASU
W. Evans	Land	UAZ
W. Evans	AGENT	GFS
W. Evans	Accountant	ARMON CARGO
W. Evans	SKYCAP	The Greatest (EA)
W. Evans	SFAA	SKYCAP





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NAME	OCCUPATION	COMPANY
Robert Starkes	Driver	Avis
Mateo Villalobos	Driver	AVIS
Shirley Perry	Bus Driver	Budget
Jessie Daltrey	Gen Agent	Avis
James J. Satter	Driver	Budget
Hennie McMill	RSA	AVIS
John -	RSA	AVIS
Sam Cook	Budget	CSR
John King	CSR	Budget
Ray Coward	CSR	Budget
Ana Chacon	-	AVIS
Fabricio Carrea	Driver	AVIS
John Wall	Driver	Budget
James	Lot Man	Budget
John	-	-
John	-	-
John	-	-
John	SECURITY	UNITED
John	RSM	UAL
Er Jones	<del>CSR</del> RSM	UAL
Remato Dwyer	RSM	Aerob
John	TAA Ramp Lead	TAA
John	TAA MAINT	TAA
John	TAA MAINT	TAA
John	Ch. A. L.	Cabin
John	Ch. A. L.	Cabin
John	UAL Ramp	UAL





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NAME	OCCUPATION	COMPANY
George Nowak	RAMP	NWA
George Brown	Cargo Agent	CP AIR
ONE PERSON	LOT AGENT	Delmar Rent-A-Car
Gerald Nung	CARGO AGENT	WITTENBERG
James J. J.	RAMP DU	DU
James Lee	Ramp	DL
Melissa Lidon	Ramp	AA
Ken A. R. R.	maint.	OE
Michael R. R.	Tag Sup	HAS
Michael R. R.	CARGO AGENT	CO
Paul R. R.	Ramp	NW
James R. R.	LOT AGENT	ALMA RENT A CAR
Paul R. R.	Ramp	AA
J.C. R. R.	Postal Clerk	U.S.P.S.
Gene R. R.	Cleric	PAL
Alto R. R.	RAMP	PAL
Carl R. R.	PROT	DNL
Norman R. R.	Driver	Status
Jeff R. R.	Fueler	H.P.
James R. R.	MECHANIC	AA
James R. R.	Mechanic	A.S.I.
Tom R. R.	Mech.	Mom's Equip
RAN D. R. R.	Cargo	AA
JIMENEZ JR	RAMP	AA
Mike R. R.	Cargo	CO
Paul R. R.	BE	RAMP
Paul R. R.	CSR	BUDGET



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NAME	OCCUPATION	COMPANY
John Louis Pinedas	Cash	A Catering
Page	Ramp	Co Airlines
Ranking	Ramp	UAL
Ray M. Mahan	"	UAL
Jack Burrows	FREIGHT AGT	UAL
Tom Leil	BURLING PRI Agent	BURLINGTON
JAMES TINGUE	Sputtle down	Super Shuttle
Tommy STEWART	RAMP	United Express
McKenna	Knicht agent	Worthen Airways
Robert Miller	Super Shuttle	Driver
Neil Carlson	STORES	PAN AM
Sam King	Mech	UAL
Tim GRAVER	MECH	UAL
ROGER PLANT	MECH	UAL
WILSON MUE	Mech	UAL
Wahote	Flight Agent	DKL
William Mahgini	Field agent	HOYT
Jim Wilbur	UTILITY	DELTA
Jim King	DRIVER	3rd Level's Agent <del>DELTA</del>
Mike King	Mechanic	UAL
cap	Driver	UAL
John S. Bishop	UTILITY	UAL
John S. Bishop	HA - Repair	UAL
John King	AVION CO	Lock and Key
John King	Driver	LAN
John King	General Tailor	General Tailor
John King	RAMP	NWA



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NAME	OCCUPATION	COMPANY
Ismael Hernandez	STATION MGR	Budget
Ismael Hernandez	LOT MAN	Budget
Ismael Hernandez	SERVICE AGENT	Budget
Ismael Hernandez	CSA	Budget
Mario Flores		Avis
TONY OLIV	LOT AGENT	Budget
Ismael Hernandez	Station Manager	Budget
Ismael Hernandez	SERVICE AGENT	Budget
Ismael Hernandez	AVIS DISPATCHER	Avis
Ismael Hernandez	AVIS DISPATCHER	"
Ismael Hernandez		Budget
Ismael Hernandez	CSA	Budget Rent A Car
Ismael Hernandez	SERV AGENT	Budget Rent A Car
Ismael Hernandez	Car Agent	US AIR
Ismael Hernandez	RAMP AGENT	US AIR
Ismael Hernandez	SERV AGENT	NATIONAL
Ismael Hernandez	RAMP / FERRY VAC	VAC
Ismael Hernandez	PAL CARE	PAL
Ismael Hernandez	STOCK / M X	USAIR
Ismael Hernandez	OPERATION	US AIR
Ismael Hernandez	OPERATION	UAI
Ismael Hernandez	TRUCK / RIVER	TRUCK
Ismael Hernandez	DRIVER	PYRAMID
Ismael Hernandez	DRIVER	AS II
Ismael Hernandez	DRIVER	CONTRACT
Ismael Hernandez	CSA	CONTRACT











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NAME	OCCUPATION	COMPANY
WILBUR MATTISON	TRUCK DRIVER	SKYWAY FREIGHT SYSTEM
Mapa	451 Med.	451
T. Shellman	DRIVER	YELLOW AIRPORT
Michael Cole	DRIVER	Super Shuttle
<del>Michael Cole</del>	P. C. S. A.	Continental
Edna King	COURIER	TATIS KIPAR
VIRGIL LAFERIA	MAILHANDLER	POST OFFICE
<del>Edna King</del>	DRIVER	Bob Mottell
RAY	MANAGER	Golden Message
D. Brown	MANAGER	US AIR
LOUIS CARLOS	RAMP SERVICE	T.W.A.
Tom T. Borker	Load it up Sub Storage	Load it up
Paulie Cibag	Hot Repairs	Dollar Rent Car
Edward Rarbas	TRUCK DRIVER	CEA Air
David N. Schwab	Van Driver	Super Shuttle
Mary M. Mery	DRIVER	Super Shuttle
Margaret	DRIVER	RAYMOND EXPRESS
<del>Michael</del>	<del>Supervisor</del>	<del>Butler Christian</del>
ROB ESPANOS	Supervisor	Super Shuttle
<del>James King</del>	Driver	G.M. Miller
<del>and Mr. King</del>	clerk	AA
James Miller	clerk	AA
William R. Lee	MECHANIC	ASER
John A. Mathews	Mech.	ASII
John A. Mathews	FCR	AA
John W. McKinnis	FF	UAL
MARGO LINTAG	COURIER	DELL AIR EXPR



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NAME	OCCUPATION	COMPANY
Paul Findlay	Driver	ASS. Limco
JWS NAUFATH	RAMP	UAL
PA (Baxter)	Driver	JONES
	EXPORT AGENT	FTX
	TECK	FLX
Rui Rodriguez	DOCK	BAX
PETER KIRBALL	OPERATIONS AGENT	BAX
Pat PMT	DOCK GAD	BAX
LT Pincheff	OPS AGENT	BAX
Don Smith	DRIVER	CTS
Andon hui	Driver	S.S.
Andon LISON	LINE SERVICE	PLATE - LISON
Mike Letina	WHEELHANDLER	USPS
Frederick Ponce	Truck Driver	SS. P. Ponce
MARK JODGETT	OPS AGENT	PA
M. Neger	Cargo Agent	(PA)
Y. Galarza	Fleet Service	AA
RICK PAGUIDO	FLEET SERVICE	JAL
ANTHONY MANISCALCO	COURIER	FEDERAL EXPRESS





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We respectfully request that Kitchen-on-Wheels, Jun's Catering D & M Catering, and the other permittees be allowed to continue business in their same locations.

NAME	OCCUPATION	COMPANY
JAMES HOLMES	MECH	PAN AM
ALD J WRIGHT	TRUCK DRIVER	CF AIR
W. Rauling	POST OFFICE	
John Bilam	Ramp	Dynair
John A. Evans	Ramp	Serve Air
MULIMBAYAM JR	BUS DRIVER	AIRLINE WASH SERVICE
D. HELMS	TRUCK DRIVER	AMERICAN OVERSEAS
LANGE	FREIGHT FORWARDER	TNT CYPARK
HERBERT	AGENT OPS	DHL
Joseph A. Veen	TRUCK DRIVER	DELTA PARCEL
John J.	GARAGE MEN	NCR
Ernest Torres	GARAGE MAN	NCR
Arturo Navara	Customs Broker	HOLT SHEPSON
Valer J. Thompson	DRIVER	MARROT
David Charlesworth	Truck Driver	Dales Trucking
EDDY LEMOS	TRUCK DRIVER	CENTRA FREIGHT
W. C. Danks	TRUCK DRIVER	USA
W. Berry	Post office	U.S. POST OFFICE
JOHN LOW	POSTAL SERVICE	U.S. POSTAL OFFICE
N. SYR	DRIVER OPERATOR	AIRPORT CONTRACTOR
John Bonnell	Truck Driver	Taylor United
John Bonnell	MECHANIC	UNITED
John Bonnell	SUPERVISOR	Dynair
John Bonnell	DRIVER	ECONLINE
John Bonnell	Control	Control
John Bonnell		





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We respectfully request that Kitchen-on-Wheels, *June's Catering*  
D & M Catering, and the other permittees be allowed to continue business in their same locations.

NAME	OCCUPATION	COMPANY
Thomas E. Leinehan	Postal	SFO - AMF
Tom Hiles	Postal Supp.	SFO HMF
Bill McNeil	Comp	EASTERN
Bill McNeil	Cargo Agent	SFOA.
Lyson Taylor	Truck Driver	BRE
Bill Krue	Clerk	Postoffice
Harold Ackerson	Post (Mail) Handler	Post Office
Zeller Carl	mech.	Chicago
Frank Carter	mech	United
Clifford W. Monte	Sanitar	United Airlines
Ingela Woods	MECH	SFOA
ANDY JAVONELLO	MECH	SFO WR
Kastrex RESKA	INSPECTOR	UNITED
Alan Rogers	Mechanic	United
Bill Lee	Mechanic Aircraft	United
Bill Lee	" "	" "
Bill Lee	BURNS GUARD	BURNS
Joe England	Driver	UAT
JAMES SMITH	AIRPORT SAFETY	OPERATIONS
ATRICK SHAUGHNESSY	Elect. Shop.	S.F. AIRPORT
John Johnson	CRX Shop	SFOA
E. O'Leary	SFOA OPS	SFOA
William	Press Agent Service	HAL
LAFAEL MARTIN	CREW CHIEF	AMERICAN
ADAM SCHUL	CITY WORKER	S.F.
DOUG FERGUSON	MECH	WINGS WEST



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NAME	OCCUPATION	COMPANY
Peter Enseyard	Auto mech	AA
TONY TUITUA	CARGO AGENT	CO
ROBERT ALLEN	AIRCRAFT MECH	UAL
Chunnam Chung	U.S.P.S.	
JOE PEREZ	MAIL HANDLER	USPS
Nathan Harris	CLERK	AA
EL SANCHEZ	MAIL HANDLER	USPS
STEVEN CAMPBELL	TRUCK DRIVER	SKYWAY FRT SVS
KIRK HANSEN	RAMP OPERATIONS	DHL AIRWAYS
JOHN C. WALKER	SECURITY GUARD	AVIS RENT A CAR
Carlos Melendez Jr.	RAMP OPERATIONS	USAIR
BRIAN Richardson	RAMP AGENT	SOUTHWEST #1
JACK BANCROFT	RAMP II	SOUTHWEST'S BEST
Bruce Franklin	Ramp Service	UAL
Miguel Manzanera	CARGO #8	Continental a/c
Ketaki Dutt	DRIVER	FLTS
ELIGIO ECHIGO	SECURITY OFFICER	BURRIS
DILL DUKAN	STATION CARGO REP	MEXICANA WIA
LEONARD ANDREWS	OPERATION	DHL AIRWAYS
Jim Smith	RAMP	Evergreen Air Line
MARCIA McVALLAN	RAMP	NW
WILLIAM	RAMP	NW
KAR MEISER	RAMP	NW
BOB Mc KINTLEY	Security Guard	NW
JOHN	RAMP	NW
JOHN	CATERING	UAL
BILLY	CATERING	UAL





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NAME	OCCUPATION	COMPANY
James Lee Ward	Ramp	US AIR
Athleen Stafford	Postal Worker	U.S. Postal Service
Sam S. [unclear]	Ramp	Sam Air
Debbie McLaughlin	Limousine disp.	Associated Lim
[unclear]	TRUCK-DRIVER	SKYLINE
[unclear]	Ramp	17x air
Thomas Horvath	Ramp	CONTINENTAL
Sam B. Drisco	Trucker	Gold Coast Couriers
Don Rodriguez	MECH.	UNITED AIR
Phillip Kenealy	MECHANIC	EASTERN AIRLINES
Pamela [unclear]	SECURITY	CITY & SF.
YEATSI C MATUA SR	FUELER(AIRCRAFT)	AIRCRAFT SERVICE
PAUL PETTINARI	TRUCKER	DATELINE
FRANK T. ZUNKER	CARGO AGENT	LUTHERAN A/C
RAYMOND SCHMICK	DRIVER	SUPER SHUTTLE
Kevin Rogers	DRIVER	WICKS AIRFREIGHT
John [unclear]	Driver	AIR Containers Transport
Johnston	CARGO AGENT	JAL JARA.
John [unclear]	Cargo [unclear]	JAL JARA
John [unclear]	Mechanic	UAL
John [unclear]	Mechanic	UAC
John [unclear]	TRUCKER	A B.R.F.
John [unclear]	MECHANIC	DELTA
John [unclear]	ACCO AGENT	MEXICANA
John [unclear]	Mechanic	Delta
John [unclear]	Maint	DAL
John [unclear]	MAINT.	DAL





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NAME	OCCUPATION	COMPANY
C. E. H. H.	FLEET SERVICE CLERK	AAL
J. H. H.	AIRCRAFT MECHANIC	UAL
Joseph Ryan	Postal Police Officer	U.S. Postal Service
BRENDA GIBBARD	CASHIER	A.P.M.
Dean C. Brown	Food Service	UAL
GO NIGHTHAWK	Food Service	UAL
SUSAN TAYLOR	Hand	UAL
S. F. L. E. D.	CLERK	USPS
R. H. Olson	MAIL HANDLER	USPS
T. F. K. Z. E. K.	FSC	A-A
REF. BARBER	Hand	USATC
Nichelle Korman	Mail Handler	U.S.P.S.
John W. H.	Bus Driver	AVIS
George Douglas		Sherry Port a Bar-
C. J. Marshall	CLERK	U.S.P.S.
FRANK WEISBERG	MECH	UAL
Neal Hummel	mech	UAL
Joe Ryan	driver	AVIS
Robert. B. H.	driver	USPS
Rich. Robertson	PILOT	Mary Hospital
James H.	Driver	T.C. H.
OMAS ZOMERFELD	Driver	Super Shuttle
Wm. J.	Driver	Super Shuttle
Mike Moran	Postal Clerk	A.M.
N. Bauril		A.M.
Spical Castro	Postal Clerk	A.M.
Ted H. Kowalewski	driver	Super Shuttle



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NAME	OCCUPATION	COMPANY
Shirley Martin	CSR	Super Shuttle
C. MORAN	FSC	AMERICAN AIRLINES
R. SANTIAGO	SUPPLIER	AIRPORT CONNECTION
R. SOLIVEN	"	AIRPORT CONNECTION
G. Spangler	driver	wick's AirJet-
J. Peters	FUELER.	AMERICAN AIRLINES
Jim Wertz	CNG/IRCS MYR	CNG
Dan Driver	Clerk	Harves & Co
Bob, Ed, James, Robert, Eric	Driver	3-WAY Air Freight
Walter Vance	VANCE Truck Driver	Express Freight System
Michael J. Nerny	RAMP SUPERVISOR	USAIR
Edw. J. J.	Driver	Super Shuttle
Tim Dietrich	Super Shuttle Driver	
J. C. ISBLE	POLICE OFFICER	S.F. I.A.P. 12
Kilip Eldred	Ramp	Dynair
James A. J.	FREIGHT	AIR CARRIER
James A. J.	Freight	Air Canada
James A. J.	Postal Service	Postal Service
HRIS JACOBS	DRIVER	SUPER SHUTTLE
Paul Noepanver	Driver	Stratus Trans
Rob Wertz	DRIVER	USPS
Paul T. J.	Driver	Stratus Trans
Troy Grizzle	Hostess	S.F. IA
REYNALDO CUAL	SUPV OF MAIL	POSTAL SVS
Manuel Santos	STORES CLERK	TEVA
Don Belman	WAREHOUSE	D. & A.A.
Roberto Smith	CASHIER	APM





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NAME	OCCUPATION	COMPANY
<del>Joe Mathabo</del>	TRUCK DRIVER	<del>AT</del> CDG
BREG WHIT	TRUCK DRIVER	CDG
ED NORDIN	SUPPLY CLERK	AMERICAN AIRLINES
ETE MASOLI	Ramp	NWA
ION ARMSTRONG	CARGO SIK	NWA
UIS ESTRELLA	LINEMAN	BUTLER AVIATION
del Roberts	TRUCK DRIVER	Burlington
Hickman	AVIONICS	PAN AM
Allen H. Lee	Mech.	PAN AM
GARRETT KRIEGER	LINE SERVICE TECH.	BUTLER AVIATION
Melroy Farnsworth	Driver	Associated
PETE GRUENBERGER	MELN	AMERICAN AIRLINES
Jim A. Long	CARGO SUPERVISOR	AA
W. W. Wolfe	Cargo Agent	AA
Paul D. Cury	Driver	Super Shuttle
Raymond J.	Clerk	Post Office
ASTOR (Nictent)	Pilot	American Airlines
Paul Ler Wan	Ramp	AIR FRANCE
JOE V. DAVIS		
Bryan Blatt	Airport Operations	DLA Airways
W. W. Shattuck	Jal	Cargo Agent
Paul Schumacher	Driver	Paradise
James Burke	Export Agent	Exporters Inc.
John Douglas	Air Fresh Trucking Driver	AET
Peter Lincoln	Driver	Yellow Shuttle
Benjamin Hegeman	Driver	Super Shuttle
Paul N. H. H.	AVIATION	A. S. I.



PETITION

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We respectfully request that Kitchen-on-Wheels, JUN'S CATERING  
D & M Catering, and the other permittees be allowed  
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NAME

OCCUPATION

COMPANY

Bob Hoxie

DRIVER

AIR FRESH TRUCKING.





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NAME	OCCUPATION	COMPANY
Daniel FELITTI	LIMOUSINE DRIVER	ASSOCIATED LIMOUSINES
Michael Menden	Limousine Driver	Associated Limousines
Daniel Lutz	Ramp	U.S. AIR
Lynne M. Savat	JABD	Hertz
K. Ronald Fink	SR. CARGO AGENT	LUFTHANSA
Alvin Kimmick	Ramp Serv.	Pan American
A. Kalkothum	Ramp Service	UNITED AIR LINES
E. Brockway	RAMP SERV	UAL
L. Mahoney	RAMP SERVICE	UAL
Gene F. Hulse	Truck Driver	T.D. Transport (US Mail)
Jim Becklin	TRUCK DRIVER	T.D. TRANSPORT (U.S. Mail)
Alan Fleming	DRIVER	ASSOCIATED LIMOS
Lloyd King	SUPERVISOR	S.F.O. SHUTTLE
D. Dick	Driver	Bay City Motors
Michael Garga	RAMP SERVICE	DYN Air
Ken Lehtinen	Driver/Driver	Blue Ribbon Express
Kathy Shapiro	Postal worker	U.S. Postal Service
JOE MEDDOKS	RAMP SERVICE	CONTINENTAL
Edgar Kellw	FIELD KEEPER	CAR MICHAEL
Walter ALEJANDRINO	LIMOUSINE DRIVER	ASSOCIATED LIMOS
Yare A. Begrael	POSTAL CLERK	U.S. POSTAL SERVICE
STAN Sumi	Ramp Serv.	U.S. AIR
N. Fritz	FLW - TC	US POST OFFICE
MIKE EUSTACE	DRIVER-DALES	DALES TRAVEL
Michael Flynn	Driver	Sea Life Imports
E. Bala	DRIVER	E.T.A. EXPRESS
LORETTA HARRIS	USPS	meal handler



PETITION

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We respectfully request that Kitchen-on-Wheels, JUN'S CATERING D & M Catering, and the other permittees be allowed to continue business in their same locations.

NAME	OCCUPATION	COMPANY
<del>Frank J. Cassidy</del>	Mechanic	A.P. ENTERPRISES
James R. Jarocki	Office Manager	Newman & Smalley Corp.
J.G. Webb	RAMP SVC.	EASTERN
<del>Isabel Jones</del>	Postal Police	USPS
James A. Haddock	POSTAL POLICE	U.S.P.S.
<del>John P. Marshall</del>	Hotel Maint.	Travel Lodge
<del>J. Jensen</del>	AIRCRAFT MECHANIC	UAL
John B. Schwartz	A/C MECH	US AIR
<del>John Santos</del>	AIRPORT COLLECTION	
Michael P. Busha	Dispatcher	Butler
Lois J. Jackson	MECHANIC	USAIR
<del>James B. Smith</del>	MECHANIC	UNITED
John W. Woodward	MECHANIC	UNITED
<del>John Smith</del>	PILOT	TWA
<del>Michael Christie</del>	ASS. Station Director	AA
William P. Johnson	DRIVER	U.S.P.S.
Paul A. Hammond	AIRPORT EXEC	UNITED
Wm. J. Sullivan	DRIVER	Super Shuttle
James Boyer	FLIGHT	AA
John Edwards	DRIVER <del>to</del> US Air	→
Ray C. Hines	MALHANDLER	U.S.P.S.
Kathy Pugh	Truck Driver	US Mail
<del>Elizabeth Jones</del>	AGENT	Singapore
Robert Santos	GROUNDWRIGHT MACH.	ASTI
<del>John Smith</del>	TRUCK DRIVER	JET
John Chen	BUS DRIVER	SEO SHUTTLE
John Smith	AIRPORT POLICE	





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NAME	OCCUPATION	COMPANY
W. H. Harrison	Importer	Emerald Seafoods
John Manning	Ramp Freight - Forwarder Transfer	Aviation Logistics Int'l.
Bill Rade	Driver	Quincea Freight Co.
James Briggs	TERMINAL MAINTENANCE	LOCKHEED
Tommy V. [unclear]	DOCK AGENT	PROFIT FREIGHT SYS.
John [unclear]	RAMP	NWA
KEN CARLSON	POST OFFICE MAIL HANDLER	POST OFFICE
John G. [unclear]	D.O. - Maintenance	D.O.
Thomas Howell	Mechanic	United Air Lines
Antonio Onetto	Ramp (5845713)	A-R-O-A.
Antonio Diaz	DRIVER	A A F. C.
William R. [unclear]	CLERK	POST OFFICE
John [unclear]	AIRCRAFT MECHANIC	EAL
John [unclear]	A/C Mech UA	UAL
John [unclear]	DRIVER	PETERSON TRG
John [unclear]	DISPATCH	AA
John [unclear]	CABIN SERVICE	UAL
R.S.C. SHERMAN	OWNER	HUMAN TOUCH
RED GERKE	TRUCK DRIVER	ITI
John [unclear]	Ramp SERVICE	EVERGREEN
John [unclear]	Ramp Service	North West
John [unclear]	CLERK	AMF-SFO
John [unclear]	DRIVER	Ramp Service Trans.
John [unclear]	A&P Mechanic	United A/C
John [unclear]	USPS CLERK	POST OFFICE
John [unclear]	Ramp Agent	ABA





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NAME	OCCUPATION	COMPANY
Michael Zamboukas	Ramp Agent	Ara
Jay Keegan	Ramp Agent	ARA
ESAP SAATCHI	Kitchen on wheels	EASTERN
FRANK RYAN	RAMP & SERVICE MAN	UNITED
FRANK RYAN	RAMP	UNITED
FRANK RYAN	SEPS	PC
Tom Mitchell	Ramp Agent	DELTA
John W. Allen	Security Guard	Qris
JOHN W. ALLEN	SA	Qris
JOHN W. ALLEN	HAIR	HAIR
JOHN W. ALLEN	Encl	Encl
DANIEL EVERSOLE	RAMP SERVICE	UNITED
DEVON WARDEN	GROUND SERVICE	AMERICAN
LISBON	"	"
FRANK RYAN	CSA	CONTINENTAL AIRLINES
FRANK RYAN	Pilot	NALTE ASSOC
FRANK RYAN	RAMP	NW
FRANK RYAN	Ramp	NW
Steve Laddhart	MOR	NW
CHRIS GURTIS	DRIVER	BURLINGTON AIR
FRANK RYAN	DRIVER	BLUE RIBBON EXPRESS
FRANK RYAN	DRIVER	WARRIANT
FRANK RYAN	DRIVER	DR
Nick CHAMAL	DRIVER	ASSOC. LIND
Ammar Hallaj	DRIVER	ASSOC. LIND
DON HODGKIN	DRIVER	KC EXP
MARK ORDONIA	DRIVER	TNT SKY PACK



PETITION

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NAME	OCCUPATION	COMPANY
J. Rivera	CARGO Agent	CDG-Continental
Contreras	F.S.C.	AA
Morales	RSA	Delta
Mase	RSA	DETA
R. Brito	CARGO SUPER	MEXICANA
Amplund	Mech.	UNITED
B. Hagney	Ramp	Dynair
V. G.	<del>BASE</del>	Northwest
M. M.	FLIGHT LEAD	A.S.I
BOUCE D. CLARY	GAFFMAN (SFC)	NATIONAL AIR
P. HAWK	mechanic	United
Steve P. Ruan	mechanic	United
Charles H. Hinton	Mailhandler	AMF-POST OFFICE
W. H.	RAMP SERVICE	UNITED
N. Coor	CARGO	N.W. A
M. H.	BUS SECURITY (SGT.)	BUS & AVAL.
Greg King	RAMP	ESL
W. H.	Pilot	Merry Air Ambulance
J. H.	DRAPPMAN	SKIPMORE OWNERS
Michelle Linder	Charter	Associated
Mitchell	CARIN CATERER	AA
J. J.	Ramp Serv	AA
S. S.	CARGO Agent	P.A.L.
H. H.	CDG Driver	CDG
H. H.	TRUCK DRIVER	ART HAWK Trucking
Lynda Robinson	Registered Nurse	Merry Air Ambulance





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We respectfully request that Kitchen-on-Wheels, **JUN'S CATERING**, D & M Catering, and the other permittees be allowed to continue business in their same locations.

NAME	OCCUPATION	COMPANY
<del>Joseph D. Dorn</del>	Registered Nurse	Mercy Air Ambulance
<del>John Bengtson</del>	RESPIRATORY THERAPIST	Mercy Air Ambulance
<del>Francis Estroff</del>	Fleet Service Clerk	American Airlines
<del>WILLIAM S. CARDAMIA</del>	FLEET SERVICE CLERK	AMERICAN AIRLINES
<del>Joseph H. Kautz</del>	GROUND SERVICEMAN	American Airlines
<del>Stan Pruitt</del>	<del>Don Campbell</del> Ramp	Western
<del>Seefel</del>	AIRCRAFT MECHANIC	AMERICAN AIR
<del>St. Lane</del>	Food Inspector	State of Cal
ANTHONY PINEDA	MECHANIC	HAWAIIAN
arry Luong	Ramp Service	Sou Air
NDY JOH	STUDENT	COSF
dear Lindemann III	Cabin Interior Tech	Hawaiian Air
ristina Arcevallo	House Keeper	Hilton Hotels
RICH VISPERAS	STUDENT/CABIN TECH	HAWAIIAN AIR
Gruschka	Mechanic	UAL
<del>Robert</del>	"	"
SAYS	SEAF	UAL
Yvette Williams	Cabin Service	UAL
Joe Quaker	Post Office	USA
Ed Price	Mechanic	American Airlines
William R. Soler	Nail Hinder	U.S.P.O.
Steve Laurie	mail handler	US Postal Service
Wanda Schachin	RS	EASTERN AIRLINES
John Toberg	RS	PAA
D. Miller	RS	Don Hill
John Mason	Gymnast	THE CARCART
ERRANO	mechanic	USP



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NAME	OCCUPATION	COMPANY
Bruce Van Winkle	Cargo Handler	Lufthansa
A. DE CASTRO	RAMP	UAL
J. DE LEON	RAMP	UAL
M. Bernardos	CEO	JAL
H. Elman	"	UAL
T. K. Quinn	OV	UAL
Stephen H. H. H.	Driver	USPS
W. H. H. H.	Mechanic	Don Tek Serv. <sup>AFT</sup>
W. H. H. H.	Mechanic	W. H. H. H.
W. H. H. H.	RAMP	IA
S. F. F.	RESERVATIONS	DL
Don W. W.	P.O. Clerk	USPS
Don W. W.	LINE DRIVER	Associated Lines
W. H. H. H.	"	ITS
Robert Balrim	Ramp Mechanic	AST-I
W. H. H. H.	RAMP	NWA
W. H. H. H.	Ramp	UAL
Pauline Calderon	Cargo Handler	Gateway
W. H. H. H.	CUSTOM HANDLING SERVICES	MMN
Michael Liberto	TRUCK DRIVER	GOLDEN STATE WHOLESALE
W. H. H. H.	Handicapped	Continental Airlines
W. H. H. H.	HANDICAPPED	ARA
W. H. H. H.	RAMP AGENT	CONT
W. H. H. H.	ASST. SUPV - STORES	CO
W. H. H. H.	RAMP	UAL
W. H. H. H.	CDG AGENT	CO
W. H. H. H.	W. H. H. H.	Wicks Air Fair





# PETITION

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SAVE FOR J.J.

NAME	OCCUPATION	COMPANY
Orndel Slayton	Warehouse	Innovation
Jerry Johnson	Truck Driver	AET
Alfreda Bartol	Truck driver	A+AIRFREIGHT
Mike Miller	TRUCK SUPERVISOR	A.E.I.
Robert Spohn	Dock worker	AET
Joe	DEFENSE	AET
Angelo A.	Air Cargo Agent	AEI
Rick W.V.	SR Air Cargo Agent	AEI
Michael	" "	"
M. H.	Dispatch - Driver	A+H Air Frt
David McKee	DRIVER	A+A
John Wilson	DRIVER	A+A
Paul	Driver ? Musician	A 3 A
William	CUSTOMER SVC AGENT	AET.
Charles	DRIVER	AET
John L. L.	Bus Driver	A+A



PETITION

MARSHALL IS TAKING IT OVER

91

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NAME	OCCUPATION	COMPANY
1. W. Richard Mettler	Ramp service	TWA
2. DK Willey	MAINT	TWA
3. <del>Charles Haver</del>	<del>R.S.P.</del>	TWA
4. JIM DOWELL	GIS/Fuel	TWA
5. John P. Brown	RSP	TWA
6. Bill Corns	Maint	TWA
7. Bernard A. Ninkle	RSP	TWA
8. R. DEMKO	LST	TWA
9. KA Souza	R.S.P.	TWA
10. R. Stansford RS.	MAINT	TWA
11. <del>Jim Full</del>	RSP	TWA
12. R. K. Cook	RSP	TWA
13. Herman Miller	Mechanic	TWA
14. M. Marasliou	R.S.P.	TWA
15. H. C. Carmichael	" " "	"
16. J. Foster	RSP	TWA
17. ART JASSO	RSP	TWA
18. Mel Kony	ASP	TWA
19. V. Q. Valco	RSP	TWA
20. <del>Ad Dunlop</del>	MAINT	TWA
21. M. K. Kist	MAINT	TWA
22. R. P. PMA	RSP	TWA
23. <del>W. R. Rountree</del>	RSP	TWA
24. W. R. Rountree	AF	TWA



PETITION

MARRIOTT  
IS TAKING  
IT OVER  
↙

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NAME	OCCUPATION	COMPANY
1. W. Richard Walter	Ramp service	TWA
2. DK Willey	MAINT	TWA
3. Charles H. Hume	<del>R.S.P.</del> R.S.P.	TWA
4. JIM DOWELL	GIS / Fuel	TWA
5. John Perry	RSP	TWA
6. Bill Corns	Maint	TWA
7. BERNARD A. NINKLE	R	TWA
8. R. DEMKO	LST	TWA
9. KA Souza	R.S.P.	TWA
10. R. Stansel R.S.	MAINT	TWA
11. <del>John</del> Full	R.S.P.	TWA
12. R. K. Cook	RSP	TWA
13. Herman Miller	Mechanic	TWA
14. W. Maradine	R.S.P.	TWA
15. H. CARMICHAEL	" " "	"
16. J. Foster	RSP	TWA
17. ART JASSO	RSP	TWA
18. Mel Kony	ASP	TWA
19. V. Q. Valco	RSP	TWA
20. <del>Ad</del> Dundy	MAINT	TWA
21. M. Kist	MAINT	TWA
22. R. P. AMO	RSP	TWA
23. <del>W. P. Hume</del>	R.S.P.	TWA
24. W. P. Hume	AF	TWA





# PETITION

MARriott  
IS TAKING  
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↓

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NAME	OCCUPATION	COMPANY
1. W. Richard Walter	Ramp service	TWA
2. DK Willey	MAINT	TWA
3. Paul Haver	<del>R.S.P.</del> R.S.P.	TWA
4. JIM DOWELL	GIS Fuel	TWA
5. Tom Perry	RSP	TWA
6. Bill Corns	Maint	TWA
7. BERNARD A. NINKLE	R	TWA
8. R. DEMKO	LST	TWA
9. KA Souza	R.S.P.	TWA
10. R. Stansid RS.	MAINT	TWA
11. <del>Full</del>	RSP	TWA
12. R. H. Cook	RSP	TWA
13. Herman Miller	Mechanic	TWA
14. M. Marashian	R.S.P.	TWA
15. H. CARMICHAEL	" " "	"
16. J. Foster	RSP	TWA
17. ART JASSO	RSP	TWA
18. MEL KERNY	ASP	TWA
19. V. Q. Valco	RSP	TWA
20. O'Donoghue	MAINT	TWA
21. M. Keist	MAINT	TWA
22. R. P. AMO	RSP	TWA
23. M. Starnitz	RSP	TWA
24. WR Rountree	AF	TWA



# PETITION

MARFLOTT  
IS TAKING  
IT OVER

9-1

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NAME	OCCUPATION	COMPANY
1. W. Richard Matter	Ramp service	TWA
2. DK Willey	MAINT	TWA
3. John Haver	<del>R.S.P.</del> R.S.P.	TWA
4. JIM DOWD	GIS/Fuel	TWA
5. John Perry	RSP	TWA
6. Bill Corns	Maint	TWA
1. BERNARD A. NINKLE		TWA
3. R. DEMKO	LST	TWA
9. KA Souza	R.S.P.	TWA
10. R. Stansid RS	MAINT	TWA
11. <del>John</del> Full	R.S.P.	TWA
12. R. H. Cook	RSP	TWA
13. Herman Miller	Mechanic	TWA
14. W. Maradine	R.S.P.	TWA
15. W. H. Carmichael	" " "	"
16. J. Foster	RSP	TWA
17. Art Jasso	RSP	TWA
18. Mel Kery	ASP	TWA
19. V. Q. Valco	RSP	TWA
20. <del>Ad</del> Dunlop	MAINT	TWA
21. M. Keist	MAINT	TWA
22. R. P. AMP	RSP	TWA
23. <del>R. P. AMP</del>	RSP	TWA
24. W. R. Rountree	AF	TWA



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NAME	OCCUPATION	COMPANY
Dan J. Mousal	CON CON EFFEDITER	AMF
Paul G. G.	Postal employee	AMF
William	"	"
Jonathan James	CON-CON DRIVER	AMF
Robert Casey	Postal Worker	AMF P.O.
A. Munklesin	POSTAL EMPLOYEE	AMF/SFO
W. F. Maza SCL	"	"
Paul A. Felt	"	"
Ray Brown	"	AMF/SFO
Robert Anderson	POSTAL EMPLOYEE	AMF SFO
Nolan Jones	"	GMF SFO



<u>NAME</u>	<u>OCCUPATION</u>	<u>COMPANY</u>
PERRY Williams	Machinist	UAL.
W. H. Bly	MACH. WHT?	UAL
W. A. Brown	MACHINIST	UAL
Wm. G. Allen	Mechanic	UAL
Fredson	MACHINIST	UAL.
Huffman	MACHINIST	UAL
Mark W.	Machinist	UAL
E. L. Baker	MACHINIST	UAL
Bob FACA	" "	" "
Peter Schade	" "	" "
HERST BERGER	"	"
Robert L. Sandles	machinist	UAL
Irene Keese	Mechanics PM	UAL.









# **SAN FRANCISCO AIRPORTS COMMISSION**



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## **MINUTES**

JUNE 21, 1988

**ART AGNOS, MAYOR**

## **COMMISSIONERS**

**MORRIS BERNSTEIN**

**President**

**J. EDWARD FLEISHELL**

**Vice-President**

**DR. Z.L. GOOSBY**

**ATHENA TSOUGARAKIS**

**DON RICHARDS STEPHENS**

**LOUIS A. TURPEN**

**Director of Airports**

**San Francisco International Airport**

**San Francisco, California 94128**



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of the Minutes  
Airports Commission

June 21, 1988

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Minutes  
of the  
Airports Commission Meeting

June 21, 1988

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 8:00 A.M. in Room 282, City Hall, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present: Morris Bernstein, President  
J. Edward Fleishell, Vice President  
Z. L. Goosby  
Athena Tsougarakis

Don Richards Stephens arrived at 9:15 AM

\* \* \*

K. CLOSED SESSION:

The meeting recessed at 8:03 AM to go into closed session and reconvened at 9:00 AM.

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of May 17, 1988 were adopted by order of the Commission President.

No. 88-0099

\* \* \*

D. ITEMS INITIATED BY COMMISSIONERS:

Commissioner Fleishell presented Airports General Counsel Donald J. Garibaldi with a resolution, introduced by Assemblyman John Burton and unanimously adopted by the State Assembly, commemorating his 30 years of distinguished service in the City Attorney's Office.

Commissioner Fleishell asked, at Commissioner Goosby's request, that a similar resolution be prepared by staff and adopted at the next Commission meeting.



Commissioner Fleishell requested that the contents of the State Assembly resolution be made a part of the minutes. See attached.

Commissioner Bernstein granted Mr. Briant Chun-Hoon's request to address the Commission on Boarding Area 'E'.

Mr. Chun-Hoon told the Commission that his complaint was about the approval of the Duty Free Shoppers Boarding Area 'E' MBW/WBE subcontract. He told the Commission that he was a serious MBE applicant for the subcontract and he was not notified of the Commission's meeting and agenda of June 7, 1988 when the Commission approved the subcontract. He claimed that Duty Free Shoppers selection of the subcontractor showed racial bias and that his allegation was based on close examination of political events surrounding the execution of the project and actual selection process as well as the MBE applicant awarded the subcontract.

Mr. Chun-Hoon said that he has consulted legal counsel on this matter and he believes that his complaint and documentation have legal merit. He asked that the Airports Commission call upon the Human Rights Commission to act as an impartial third party to investigate his complaints. Should HRC corroborate his complaint he said that he would request that the Airports Commission consider reversing its approval of the subcontract until he can negotiate an equitable settlement with the parties involved.

Mr. Chun-Hoon told the Commission that this subcontract was offered to any qualified MBE/WBE. He contended that Duty Free Shoppers intended to and did give preference to black MBEs/WBEs. He said that the basis for his complaint was threefold: Political bias, i.e. this subcontract was conceived from the settlement between Duty Free Shoppers and the parties which brought discrimination charges against them. The second point is that the selection process could not have produced an impartially chosen qualified applicant. Specifically, after applicants had completed only one questionnaire and had only one interview the subcontractor was chosen by a single Duty Free official. He said that Duty Free did not request any verifications nor were any references contacted. Mr. Chun-Hoon also told the Commission that a business plan was not required, no income tax returns were requested, there were no written evaluations by the interviewer and the selection process phases were untimely and unclear.

Mr. Chun-Hoon's final point was that an investigation of the past events surrounding the MBE awarded this subcontract would reveal that the application for this project was not coincidental. He said that this was the second time around for this MBE firm at the Airport.

Mr. Chun-Hoon concluded by saying that he hoped that the Airports Commission would evaluate his complaint and act on it as soon as possible.

Commissioner Fleishell asked Mr. Garibaldi if the Commission should comment on Mr. Chun-Hoon's statements.

Mr. Garibaldi responded that in light of the fact that Mr. Chun-Hoon has contacted legal counsel and possibly contemplating legal action he recommended that it be left to the staff to deal with at this point. He said that Mr. Chun-Hoon has direct access to the Human Rights Commission if he wishes to take the matter up with them. This is not a matter in which the Commission can become involved. He said that the Commission's only role is to approve or disapprove a subtenant.

Commissioner Fleishell remarked that a number of Mr. Chun-Hoon's statements were inaccurate and he did not want to see him move ahead and spend a lot of money needlessly.



Mr. Garibaldi agreed that there were a number of misstatements.

Commissioner Fleishell told Mr. Chun-Hoon that since this contract was awarded to Duty Free Shoppers with no requirement for minority participation, Duty Free Shoppers could choose anyone they wanted. The only participation the Airports Commission had under the agreement was to consent to the new sublessee; it had no involvement in the actual selection process. He told Mr. Chun-Hoon that if he had any quarrel it was with the Human Rights Commission for not notifying him, although he was not certain that HRC had that responsibility either.

Mr. Chun-Hoon asked how Duty Free could discriminate or show preference towards a particular group if the offering was made to MBEs/WBEs at large. How can Duty Free give preference or show bias when the entire concept of the MBE/WBE program is to get away from discrimination.

Commissioner Fleishell recommended that Mr. Chun-Hoon follow his attorney's advice.

Mr. Lou Turpen, Airport Director, commented that with the Boarding Area 'E' contract the Commission attempted to follow what has been a traditional effort on the part of the Airport, i.e. to establish a goal for minority participation. Since HRC did not permit that concept with this contract the bid went out without any requirement for minority participation. Therefore, this contract went out as a standard Airport bid for which Duty Free was the successful bidder. He said that as a business matter, Duty Free's election to secure a subtenant is within their business right. The Airport's Commission, as is standard in all of its obligations, reserves the right of approval but cannot unreasonably withhold its approval in these matters. He wanted to assure the public that this was not the principal concessionaire concept traditionally used at the Airport. He told Mr. Chun-Hoon that if his legal counsel wished to discuss this matter with him or Mr. Garibaldi they would be happy to share this information with him.

Mr. Chun-Hoon concluded by saying that it should be stated on the offering circular as such.

\* \* \*

#### E. POLICY:

Item No. 1 was unanimously adopted.

##### 1. Support of AB4201

No. 88-0100

Resolution urging support of AB4201.

Mr. Turpen told the Commission that this resolution supports AB4201 or any successor resolution that may arise. It specifically speaks to stress induced workers compensation claims filed because of personnel actions, i.e. job evaluations, disciplinary actions, demotions, etc. His recommendation is clearly stated in the resolution and he asked the Commission for its support.

Commissioner Fleishell said that merely sending resolutions to the State legislature rarely accomplished anything other than fattening the bill file. He said that a letter should be directed to the appropriate Mayor's Office employee requesting that contact be made with the City's lobbyist in Sacramento on this issue. Further, the Airport should be notified of any pending action on the bill prior to the hearing, not after.





\* \* \*

F. POLICY:

Item No. 2 was unanimously adopted. Although not present for discussion of this item, Commissioner Stephens arrived at the call of the vote and did participate in the action.

2. Establishment of Bureau of Property Management

No. 88-0101

Mr. Turpen told the Commission that this is a policy issue. He said that property management was a fairly non-existent function at airports prior to 1979. The Airports Commission has, in great measure, pioneered the concept of property development and retail concession development at airports. This concept is not confined to retail and cuts across all lines at the Airport. He felt that since it is a much broader discipline it should be afforded the proper importance at the Airport and be positioned to cut across all of the organizational lines. He urged the Commission's approval.

Commissioner Fleishell hoped that the search encompassed everyone who is qualified.

Commissioner Stephens joined the meeting at this point and was asked by Commissioner Fleishell if he had any objection to the establishment of a Bureau of Property Management.

Commissioner Stephens responded that he did not think so.

\* \* \*

G. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Items 3 and 4 were unanimously adopted. Item No. 5 was removed from the calendar.

3. Adoption of Fiscal Year 1988/89 Rates & Charges

No. 88-0102

Resolution authorizing the establishment of (1) terminal rental rates, and (2) commercial and general aviation landing fee rates for Fiscal Year 1988/89 and beyond. Resolution also authorizes a \$6,000,000 supplemental appropriation from unappropriated surplus to the operating fund, as required by the Lease and Use Agreement.

Mr. Turpen told the Commission that having been reviewed by the airlines the rates and charges were brought before the Commission at the last meeting in the form of a public hearing. He reminded the Commission that there was no public comment at the public hearing. He recommended approval of the item.

4. Award of Contract No. 1560  
Reconstruct Airfield Perimeter Dike - North Side



No. 88-0103

Resolution awarding Contract No. 1560  
to Bay Cities Paving and Grading, Inc.  
in the amount of \$494,025.00.

5. Airport Improvement Program (A.I.P. No. 9)

Resolution approving Project  
Application for A.I.P. Fund of  
\$26.9-million and requesting the Board  
of Supervisors to authorize filing of  
Project Application and acceptance of  
the resulting grant offer.

\* \* \*

H. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Items 6 through 11 were unanimously adopted.

6. Retirement Resolution: Robert Bracco

No. 88-0104

7. Retirement Resolution: Algeretta F. Wiley

No. 88-0105

8. Retirement Resolution: John Cuenllas

No. 88-0106

9. Settlement of Construction Claims

No. 88-0107

10. Bid Call: Contract No. 2044  
International and North Terminal Underground Tank Replacement

No. 88-0108

Resolution approving the scope, budget  
and schedule for Contract No. 2044 and  
authorizing the Director of Airports  
to call for bids when ready.

11. Approval of Shui, Bus Service Agreement No. 68252  
Modification No. 5

No. 88-0109

\* \* \*



I. PUBLIC HEARING:

The public hearing was convened at 9:17 AM and was declared closed at 9:20 AM, there being no public comment.

12. Proposed Public Parking Rate Increase

Hearing regarding proposed increase in public parking rates in the garage and Lot 'D'.

Ms. Angela Gittens, Deputy Director, Business and Finance, reminded the Commission that the Airport has been encouraged to develop further concession revenue for the benefit of the Airport as well as for the benefit of the City. The first of these is an increase in parking rates. She told the Commission that parking rates have not increased in approximately three years. She said that the daily garage rate was lowered to \$11 a couple of years ago and was asking that the daily rate be increased to \$13 along with an accompanying rate increase from \$7 to \$8 in the long term lot. She said that since the rate for the first two hours in the garage will not go up she did not feel that this will have any significant impact on road-way congestion, i.e. patrons who normally use the garage for short periods of time will continue to do so. After looking at rates for downtown City and private garages staff feels that these rates will still be reasonable.

Commissioner Tsougarakis asked from what amount was it reduced to \$11.

Mr. Turpen responded that it was reduced from \$12.

Mr. Turpen said that this item will be brought back to the Commission for approval at the next meeting.

Commissioner Fleishell recommended tying the Airport's rates to whatever rates the Mayor's Office decides to put on the downtown garages.

Mr. Turpen thought Commissioner Fleishell's idea had merit and said that staff would take a look at it and possibly incorporate it into the resolution.

\* \* \*

J. NEW BUSINESS:

There was no discussion by the Commission.

\* \* \*

K. CORRESPONDENCE:

There was no discussion by the Commission.

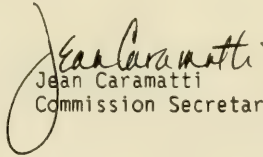
\* \* \*





M. ADJOURNMENT TO GO INTO CLOSED SESSION:

There being no further calendared business before the Commission the meeting adjourned at 9:20 AM to go into closed session.

  
Jean Caramatti  
Commission Secretary



# Resolution

By the Honorable John Burton  
Sixteenth Assembly District; Relative to commending

## DON GARIBALDI

WHEREAS, Don Garibaldi is celebrating 30 years of continuous service in the City Attorney's office in the City and County of San Francisco, and, in recognition of this milestone, he is deserving of special honors and highest commendations; and

WHEREAS, A native of San Francisco, Mr. Garibaldi was raised in North Beach, graduated from Saint Ignatius High School, earned his Bachelor of Arts degree in English cum laude from the University of San Francisco, and his Juris Doctorate degree from its law school; and

WHEREAS, Following his graduation from law school, he served his country in the United States as a yeoman in the Pacific Fleet, later served in the office of the commander in San Diego, and, after his active service, joined the Law Office of Joseph L. Alioto; and

WHEREAS, In 1958, he began his career with the City Attorney's Office in the City and County of San Francisco as a Deputy City Attorney, and, in 1962, he was assigned to the Council of the Retirement Board; and

WHEREAS, In 1969, his office was relocated from City Hall, thus it became one of the first satellite offices of the City Attorney, and, in 1978, he was named Airports General Counsel; and

WHEREAS, As a youth, Mr. Garibaldi was a member of The Salesian Boys Club, which as an adult he has served as a 25-year member of the board of directors; and

WHEREAS, Don Garibaldi's outstanding abilities and effective public service have earned for him the high esteem of his peers and the public alike, and it is appropriate that his impressive record of achievements be acknowledged and applauded; now, therefore, be it

RESOLVED BY ASSEMBLY MEMBER JOHN BURTON, That he takes great pleasure in congratulating Don Garibaldi for his 30 years of continuous service in the City Attorney's Office in the City and County of San Francisco, commends his distinguished and faithful service to the people of San Francisco, and conveys to him best wishes for continued success in the future; and be it further

RESOLVED, That a suitably prepared copy of this resolution be transmitted to Don Garibaldi.

Members Resolution No. 1322

Dated: June 8, 1988

Signed



*John L. Burton*  
Honorable John Burton  
16th Assembly District



# **SAN FRANCISCO AIRPORTS COMMISSION**



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## **MINUTES**

JULY 19, 1988

**ART AGNOS, MAYOR**

## **COMMISSIONERS**

**MORRIS BERNSTEIN**

**President**

**J. EDWARD FLEISHELL**

**Vice-President**

**DR. Z.L. GOOSBY**

**ATHENA TSOUGARAKIS**

**DON RICHARDS STEPHENS**

**LOUIS A. TURPEN**

**Director of Airports**

**San Francisco International Airport**

**San Francisco, California 94128**



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of the Minutes  
Airports Commission

July 19, 1988

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Minutes  
of the  
Airports Commission Meeting

July 19, 1988

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:00 A.M. in Room 282, City Hall, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present:	J. Edward Fleishell, Vice President
	Z. L. Goosby
	Athena Tsougarakis
	Don Richards Stephens
Absent:	Morris Bernstein, President

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the following regular meetings were adopted by order of the Commission Vice President.

No. 88-0113	June 7, 1988
No. 88-0114	June 21, 1988

\* \* \*

D. ANNOUNCEMENT BY SECRETARY:

In accordance with Section 54957.1 of the Brown Act, Jean Caramatti, Commission Secretary, announced unanimous adoption of resolution no. 88-0110 regarding the settlement of a litigated claim; 88-0111, modification no. 2 to professional services agreement with Hanson, Bridgett, Marcus, Vlahos and Rudy to increase compensation payable by \$200,000; and 88-0112, authorizing Director to execute agreement with the law firm of Arnelle and Hastie at a cost not to exceed \$100,000 at the closed session of June 21, 1988.

\* \* \*





E. SPECIAL ITEM:

Item No. 1 was unanimously adopted.

1. Commendation for Donald J. Garibaldi, Esq. for 30 Years of Legal Service to the City and County of San Francisco

No. 88-0115

Commissioner Fleishell said that Mr. Garibaldi has worked with each member of the Commission and from his perspective it has always been a pleasure to do business with him. Commissioner Fleishell asked that the resolution be framed appropriately and presented to Mr. Garibaldi.

\* \* \*

F. DIRECTOR'S REPORTS:

2. Status Report on the Proposed Extension of BART to San Francisco International Airport

Mr. Lou Turpen, Airport Director, told the Commission that this item was in response to a request that staff chronicle the history and background surrounding this issue as well as some of the pros and cons which relate to the various views being expressed, i.e. a West of Bayshore alternative versus a terminal alternative for BART. He said that staff will continue to monitor this situation and keep the Commission updated.

Commissioner Fleishell said that he hoped the monitoring included an active participation in any of the decisions being made on locations.

Commissioner Goosby commented that the report mentioned tunneling under filled land and asked if that procedure might not put some of the buildings and construction in the Airport in jeopardy. He asked if the team of engineers and soil experts who must have provided the original recommendation for a projected tunnel entry into the Airport considered this possibility.

Mr. Jason Yuen, Administrator, Bureau of Building and Construction, said that the conclusion was that it would be possible but rather expensive and that is why a trace was left for future tunneling.

Commissioner Goosby said that in other words it was seen as an expense but no mention to potential damage to the buildings was made.

Mr. Yuen responded that if enough money is spent to do the tunnel right the building would not be damaged and that is why the potential for a tunnel was created.

Mr. Turpen told the Commission that when the piles for the garage were drilled water seeped through, resulting in the lower level roadway dropping eight inches.

Mr. Turpen agreed that this was just a matter of time and money.

Commissioner Tsougarakis assumed that the \$300-million difference was to shore up the area in order to build the tunnel.

Mr. Turpen said that staff will actively participate with any decision-making body and he will forward to the Commission a list of



organizations that might be currently involved with this issue.

Commissioner Goosby asked where the tracks will be built.

Mr. Turpen responded that the west side of the West of Bayshore property is being considered.

Commissioner Goosby thought that SP's tracks were further west.

Mr. Turpen responded that Southern Pacific's tracks swing down along the westerly boundary of the Airport's 180 acres and then go into Millbrae and on down the Peninsula. He said that they actually run about two blocks east of El Camino as they come through Millbrae.

\* \* \*

#### G. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

\* \* \*

#### H. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Items 3 through 8 were unanimously adopted by the Commission. No action was taken on item no. 9.

##### 3. Public Parking Rate Increase

No. 88-0116

Resolution regarding proposed increase in Public Parking Rates in the Garage and Lot D.

##### 4. Authorization to Conduct a Pre-Bid Conference for California Products Shop

No. 88-0117

##### 5. Authorization to Conduct A Pre-Bid Conference for North Terminal "Hub" Principal Concession Lease for Retail Merchandising Sales

Mr. Turpen said that the jewelry shop will be replaced with a sports shop.

Commissioner Fleishell said that he hoped staff was strengthening our sublease language so that when a subtenant gets into financial difficulty action is taken immediately rather than waiting until it becomes a crisis. He said that minority concessionaires are not being helped by allowing them to slip deeper and deeper into debt.

Commissioner Stephens asked who prepares the Airport's commercial leases.

Mr. Turpen responded that the Airport General Counsel and property management staff prepare them.



Commissioner Stephens said that commercial leases and their terms change dramatically all of the time and staff should think about hiring a law firm with a strong real estate department, like Morrison and Foerster, to review our leases. He said that the law firm should provide us with the state of the art in lease clauses and tenant pays.

Mr. Turpen agreed with Commissioner Stephens.

6. Resolution Approving North Terminal "Hub" Sublease

No. 88-0119	Resolution approving the sublease of the Newsstand in the North Terminal "Hub" Principal Concession to Donnette Stafford, a Small Minority Business Enterprise.
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7. Airport Improvement Program (A.I.P.) No. 9

No. 88-0120	Resolution approving Project Application for A.I.P. fund of \$9.2-million and requesting the Board of Supervisors to authorize filing of Project Application and acceptance of the resulting grant offer.
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Mr. Turpen told the Commission that this is the third request for Airport Improvement Funds since the hearing on the Q707 was initiated.

8. DHL Application/Recommendation for Variance

No. 88-0121	This item transmits to the Airports Commission a Variance Application from DHL seeking relief from the 25% of Airlines' operation being required to be in Stage 3 aircraft as of January 1, 1989. Item recommends that an independent hearing officer be appointed to consider application.
-------------	---

Mr. Turpen said that consistent with the Commission's new noise regulation adopted in January, the Commission has the authority to appoint a hearing officer to hear requests for variance applications. He suggested that the Commission elect this option for DHL's request. This will allow the Airport and the petitioner to present their cases before an independent party. He advised the Commission that Northwest Airlines has submitted a request for a partial variance as well.

Commissioner Goosby asked if the hearing officer's opinion was binding or merely advisory.

Mr. Turpen responded that the hearing officer's decision will be binding.

Commissioner Goosby asked if the hearing officer would be chosen from a panel.

Mr. Garibaidi responded that he is in consultation with the American



Arbitration Association and they have informed him that they can provide a hearing officer capable of handling this type of case. He said that the idea is to hire one hearing officer so staff won't have to deal with educating more than one person on this subject.

Commissioner Goosby asked if this procedure has been used before.

Mr. Turpen responded that the only other hearing the Commission has held was for Burlington/Northern. He expects that there will be a number of other requests and recommended this approach.

Commissioner Goosby asked if the noise ordinance allows the Airport to determine whether a hearing officer is to be hired or if the issue is to be handled in-house.

Mr. Turpen responded that the ordinance provides the Airport with the opportunity to handle it either way.

Mr. Garibaldi added that the hearing officer's finding will be presented to the Commission for a decision.

Commissioner Fleishell asked Mr. Timothy Tracy, representing the Board of Supervisor's Airport Noise Committee, if he wished to speak.

Mr. Tracy said that the Committee is opposed to the Commission granting DHL's application at this time and supports the recommendation of a hearing. He asked that his Committee be notified 10 days in advance of the hearing. He said that consistent with Administrative Law practices, the hearing officer simply develops a record and it is up to the Commission to make the final decision. Mr. Tracy told the Commission that his Committee will wish to participate.

Mr. Mike Kirby, DHL Airways, said that his company has expanded upon their initial application and argument for the variance. They are not able to comment on it at this time but would request that they be allowed to make both verbal and written responses to any questions the hearing officer should have.

Mr. Turpen said that this hearing will be noticed within the next week or two and probably will not be scheduled before August 20.

Commissioner Tsougarakis asked if there was an appeal process.

Mr. Garibaldi responded that the decision could be appealed in court.

No action was taken on Item No. 9.

9. Publication of Ten-Year Airport Commemorative Report

Resolution authorizing the publication of a ten-year airport commemorative report and awarding design and publication contract to N Graphic.

Mr. Turpen said that it was suggested by members of the Commission that since the \$600-million modernization and replacement program has been completed a commemorative report be prepared. He said that the project was relatively minor to begin with but has assumed significant proportions. He recommended not authorizing the \$96,000 expenditure and either terminating the effort, or, continuing in a modified framework. In the latter alternative the budget would be reduced significantly and the printing would be given to the purchaser. He said that this would increase the amount of time





needed to produce the report and reduce it to a design contract. He told the Commission that this money has not yet been expended.

Commissioner Stephens asked how the report would be used.

Mr. Turpen responded that the Airport has undergone a significant change since 1979, both physically and economically. Concessions have become a major part of our business since 1978-1979. The intent was to demonstrate the Commission's accomplishments in concert with the staff and put it out as an informational offering to various agencies, both within the City and the Airport community.

Commissioner Stephens felt it was a good idea and a very inexpensive way to promote such a large enterprise. He thought that \$96,000 was not a large sum for something like this.

Mr. Turpen suggested that there were then three alternatives: to approve the expenditure and move ahead as planned, to proceed with the design contract and go to the Purchaser for printing, or, to terminate the effort.

Commissioner Stephens said that if Mr. Turpen believes it to be a good idea staff should move ahead. He thought that the surrounding communities ought to know what the Airport is doing, its problems and how they've been addressed, and that it's not a drain on the City but rather a revenue generator. He felt that if the project is to move ahead it should be done right or not at all, and that in a business this size \$100,000 should not be a consideration. He told the Commission that the Bank of San Francisco is only five to ten percent the size of the Airport and is spending almost this much for a similar report. He said that this is the only way to achieve any kind of recognition.

Commissioner Stephens suggested presenting the Commission with a draft of the general layout and letting the Commission decide its use. He said that the Commission can always abandon the project at that point if they don't like it.

Commissioner Tsougarakis asked when the Airport would be issuing bonds again as that was one of the suggested uses.

Mr. Turpen responded that it would be at least another year.

Commissioner Tsougarakis felt that the commemorative report would be valuable for that effort.

Mr. Turpen said that he would return with a layout so that the Commission can better determine the next step. He agreed that there was some merit to the report as an educational tool.

Commissioner Fleishell asked for a distribution list. He said that unlike a bank looking for depositors the Airport does not have to advertise for planes to land at SFO. All we are doing is informing the public of the good job that has been done.

Commissioner Stephens agreed with Commissioner Fleishell but added that the Airport is going to be issuing bonds in the near future and reports that this will help sell the bond package. He said that a Bechtel Airport architect recently explained to him some of the long term problems SFO will be faced with in the next ten years. He felt that one of the ways to address those problems is to be able to talk about what has been done in the past.

Mr. Turpen agreed with Commissioner Stephens.



Commissioner Stephens said that Mr. Turpen should not hesitate to list potentially controversial issues in the report.

\* \* \*

I. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Items 10 through 15 and 17 were unanimously adopted. Item No. 16 was removed from calendar and Item No. 18 was unanimously adopted as amended.

10. Retirement Resolution: Benjamin E. Binkley

No. 88-0122

11. Resolution Setting Maximum Fees for Feasibility Consultant Services

No. 88-0123

Resolution setting maximum fees on Feasibility Consultant Contract for next bond issue and interim services.

12. Resolution Authorizing Assignment of South Terminal Flower Shop Sublease

No. 88-0124

Resolution authorizing assignment of South Terminal Principal Concession sublease from La Floresta to Heller Roberts, Inc.

13. Award of Professional Services Agreement: Preparation of Computer-Generated Diagram and Fault Analysis of Airport Electrical Distribution System to United Engineering Technology, Inc.

No. 88-0125

The purpose of this contract is to create a computerized record for the entire electrical distribution system at the Airport. The consultant will inventory all existing power cables, stations and load centers, perform technical analysis, prepare the software and manuals, turn them over to the City, and train Airport personnel in their use. The contract will be awarded as a set-aside project for WBE professional firms in accordance with Human Rights Commission's guideline. Contract Cost: \$200,000.

14. Award of Airport Contract No. 2043: Removal and Disposal of Material Adjacent to Taxiway 'L'

No. 88-0126

Resolution awarding Contract No. 2043 to Covey Trucking Co., in the amount of \$120,490.00.



15. Award of Contract No. 2023A-R:  
Traffic Barriers - Two Airport Guard Shelters

No. 88-0127

Resolution awarding Contract 2023A-R  
to Millard Tong Construction Co., Inc.  
in the amount of \$314,552.00

Item No. 16 was removed from the calendar.

16. Bid Call - Contract No. 1665:  
Boarding Area 'B' Pier F-F  
Installation of 10-Inch Watermain

Resolution approving the scope, budget  
and schedule for Contract No. 1665 and  
authorizing the Director of Airports  
to call for bids when ready.

17. Bid Call - Contract No. 988:  
Remodel Engineering Building and Heating, Ventilating, and Air-  
Conditioning System

No. 88-0127

Resolution approving the scope,  
budget, and schedule for Contract No.  
988 and authorizing the Director of  
Airports to call for bids when ready.

Item No. 18 was unanimously adopted as amended.

18. Travel/Training - Fiscal Year 1988/89

No. 88-0129

Resolution authorizing Airport  
representatives to attend conferences  
and seminars in Fiscal Year 1988/89.

Commissioner Fleishell said that he did not feel that the Commission could justify sending employees to Adelaide, Australia, Auckland, New Zealand and Singapore. He said that he has never seen a list as long as this.

Mr. Turpen said that at one time staff would place a travel item on calendar every time an employee had to travel. He said that the Commission suggested that a list of potential trips be submitted at the beginning of each fiscal year fully recognizing that only a fraction of those trips are rarely attended. He said that this procedure has worked out well in the past as it has saved a lot of administrative work.

Commissioner Stephens said that sending an employee to Wang Telecommunications Training in Los Angeles would be a line-item but sending an employee to Singapore, Auckland and Adelaide in a one-year period is something else again and a budget item and justification should appear next to the trips.

Commissioner Fleishell said that he attended a conference several years ago as a member of the Commission and he thought it was a waste of time.





Commissioner Stephens said that he has had the same experience with banking conferences.

Commissioner Tsougarakis recognized the administrative hang-ups and suggested submitting travel requests on a quarterly basis.

Mr. Turpen responded that an employee can't even be sent to Los Angeles without first going through an exhaustive approval process. He said that staff will return to the Commission for final ratification on any international travel.

Commissioner Fleishell agreed with Mr. Turpen's recommendation.

Commissioner Goosby asked how this list will compare with what has been spent in previous years.

Mr. Turpen responded that the Airport will spend less this year on travel than in any previous year. In fact, the Airport has been spending progressively less for the last five or six years.

Commissioner Goosby asked which of these conferences commissioners typically attend.

Mr. Turpen responded that it is the AOCI conference scheduled to be held in Seattle from September 11-16, 1988.

Commissioner Tsougarakis said that this item will be approved with the exception of international travel.

\* \* \*

The public hearing was opened at 9:32 AM and closed at 9:34 AM, there being no requests to speak from the public.

J. PUBLIC HEARING:

19. Increase in Valet Parking Rates

Mr. Turpen said that this is part of the overall revenue package submitted to the Mayor's Office at the request of the Commission.

Commissioner Fleishell said that if these new rates are approved he would like a six-month analysis to see whether revenue went down or up.

\* \* \*

K. NEW BUSINESS:

There was no discussion by the Commission.

\* \* \*

L. CORRESPONDENCE:


There was no discussion by the Commission.

\* \* \*



M. ADJOURNMENT TO GO INTO CLOSED SESSION:

There being no further calendared business before the Commission the meeting adjourned at 9:34 AM to go into closed session.

  
Jean Caramatti  
Commission Secretary



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# **SAN FRANCISCO AIRPORTS COMMISSION**



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## **MINUTES**

AUGUST 22, 1988

SPECIAL MEETING

**ART AGNOS, MAYOR**

## **COMMISSIONERS**

**MORRIS BERNSTEIN**  
President

**J. EDWARD FLEISHELL**  
Vice-President

**DR. Z.L. GOOSBY**

**ATHENA TSOUGARAKIS**  
**DON RICHARDS STEPHENS**

**LOUIS A. TURPEN**

Director of Airports

**San Francisco International Airport**

**San Francisco, California 94128**



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Airports Commission

August 22, 1988  
Special Meeting

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Minutes  
of the  
Airports Commission Meeting

August 22, 1988  
Special Meeting

A. CALL TO ORDER:

The special meeting of the Airports Commission was called to order at 9:00 A.M. in Room 282, City Hall, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present:	Morris Bernstein, President J. Edward Fleishell, Vice President Z. L. Goosby Athena Tsougarakis
Absent:	Donald R. Stephens

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of July 19, 1988 were adopted by order of the Commission President.

No. 88-0131-A

\* \* \*

D. ANNOUNCEMENT BY SECRETARY:

In accordance with Section 54957.1 of the Brown Act, Jean Caramatti, Commission Secretary announced unanimous adoption of resolution no. 88-0130 regarding the settlement of a claim at the closed session of July 19, 1988.

\* \* \*

E. SPECIAL ITEM:

The following item was unanimously adopted.

1. Retirement Resolution: Albert K. Wong

No. 88-0133





Mr. Lou Turpen, Airport Director, said that it was his pleasure to recommend this resolution to the Commission. Mr. Wong is retiring after 37 years of service to the City and County of San Francisco, 20 of which were at San Francisco Airport. Mr. Wong was educated in San Francisco and a graduate of Berkeley. He served two years in the U.S. Army and started his career with the City in 1951 as a Jr. Civil Engineer in the Water Department. He was the project engineer when the Airport's primary runways were extended to accommodate the new generation of aircraft. Mr. Wong has served as a Jr. Assistant, Associate and Senior Civil Engineer and has been responsible for tenant improvement construction at the Airport for 20 years.

Mr. Turpen read a statement from Dennis Bouey, Deputy Director for Facilities Operations and Maintenance, who could not be present:

Without a doubt Al Wong embodies all that is good about public employees and in particular Airport employees. If I were there I could regale the Airport's Commission with a great many stories in which airlines with high-priced consultants and expensive computer models were told by Al Wong, after he slowly took from his pocket a paper airplane, placed it on their drawing and did a number of quick calculations, that their figures were incorrect and their plan wouldn't work. Not once in my five years at the Airport has Al given me wrong information. What's more, he's been steady as a rock when it's counted most. Whether we're talking informally in my office or in a heated meeting with a contractor who's threatening to close down the Airport's busiest runway, his judgment has always been first rate. Like all great employees he is selfless. Unlike some who have superior technical knowledge and enjoy the power that comes with being the sole source of that knowledge, Al Wong, with great patience, time and again has shared his knowledge and experience with younger employees so that they may become superior engineers and the Airport a better place.

Mr. Turpen added that he could not have said it any better. He thanked Mr. Wong for his tremendous and outstanding dedicated service to San Francisco Airport.

Commissioner Bernstein also thanked Mr. Wong for his service to the Airport. He said that businesses are built and government is run and we all live because of dedicated people like Mr. Wong.

\* \* \*

#### F. DIRECTOR'S REPORTS:

2. Report on "Ground Access to San Francisco International Airport",  
Prepared by Deakin, Harvey, Skabardonis - Oral Report

Mr. Turpen said that this is an advisory report. Staff is presently extracting recommendations from the extensive ground transportation report completed by Mr. Harvey and his firm. Those recommendations, as well as staff reactions, will be forwarded to the Commission prior to the next Commission meeting.

\* \* \*



#### G. ITEMS INITIATED BY COMMISSIONERS:

Commissioner Goosby said that he met with the San Mateo Labor Council at their request to try to get some action on their childcare center and that he recaped the Commission's position at that meeting. He said that Ms. Kessler of the San Mateo Labor Council said that there has been a lot of confusion over this issue. He told Ms. Kessler that the Commission never discussed an apprenticeship program, as was her understanding. He felt that there should be a meeting between the San Mateo Labor Council, staff and two Commissioners to clear the air over this issue.

Commissioner Goosby said that the Labor Council claimed that they are not opposed to the Internship Program. He said that Ms. Kessler was in possession of a document that discussed such a program and that the Airport's Community Relations Director indicated that an apprenticeship program had been discussed and they were afraid it would come to pass.

Mr. Turpen said that at one time staff, with the approval of the Commission, wanted to establish a student intern program which would entail bringing high school students out to the Airport for a few hours a week to acquaint them with the Airport and how it works. The program was put on hold when the labor unions expressed concern that this might displace Airport employees. The Labor Coalition indicated repeatedly that they were not in a position to approve or disapprove such a program and told staff that they must go to the individual unions. He said that Mr. Bouey has been meeting with the individual unions on this subject for some time. The Airport is prepared to set up another meeting with the Labor Coalition, if the Commission wishes. He said that he did not feel that a meeting with the Coalition would be fruitful since they are not in a position to approve or disapprove this matter.

Commissioner Goosby told Mr. Turpen that Ms. Kessler did not even know if the Coalition wanted to meet, he simply made the offer.

Mr. Turpen said that he would contact Ms. Kessler and keep the Commission informed.

Commissioner Goosby said he would like to attend the meeting.

Commissioner Fleishell said that it was his recollection that after having agreed to the program, the Labor Coalition was heavily lobbied by Mr. Martin of the Machinists Union. The Labor Coalition then backed off and told the Airport to deal with the individual unions.

Mr. Turpen told Commissioner Fleishell that he was correct. He said that he would send a letter to Ms. Kessler.

\* \* \*

#### H. POLICY

The following item was unanimously adopted.

##### 3. Policy Statement Prohibiting AIDS-Related Discrimination

No. 88-0134

Policy statement prohibiting discrimination in employment on the basis of Acquired Immune Deficiency Syndrome (AIDS), Acquired Immune Deficiency Syndrome Related Complex (ARC), Human Immunodeficiency Virus Infection (HIV Infection) or any



medical signs or symptoms related thereon.

\* \* \*

I. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item No. 4 was put over.

4. Selection of Financial Advisor

Resolution authorizing the selection of Lazard Freres/Grisby Brandford as Financial Advisor for a five-year period.

Mr. Turpen asked that this item be put over to the next meeting.

Commissioner Fleishell said that he would appreciate an opportunity to discuss some of the details. He said that for years attorneys were given a percentage of a bond issue but the Airport broke with tradition by bidding them on a fee basis instead.

The following items were unanimously adopted.

5. Increase in Valet Parking

No. 88-0135

Mr. Turpen said that this was part of a package which the Commission presented to the Mayor's Office. The Mayor's approval of this rate increase is consistent with the Airport's overall revenue plan.

Commissioner Fleishell asked if monthly statements were prepared on the number of users of the service and wondered if the rate increase would reduce that number.

Mr. Turpen said that a running tally is kept and that staff would return in 90 days with a report.

Commissioner Goosby argued that money is made even with rate increases.

Commissioner Fleishell said that he spoke with a user of the service who told him that it is invaluable when he is in a hurry and that he would pay anything.

Commissioner Tsougarakis asked if the numbers have declined over the years.

Mr. Turpen responded that he could not recall.

6. Option Approval and Rental Rate Modification of Lease with Butler Aviation - San Francisco, Inc.

No. 88-0136

Resolution authorizing the Butler Aviation - San Francisco, Inc. Lease extension through February 9, 1994 with a rental rate adjustment.



Commissioner Fleishell asked Mr. Garibaldi if he reviewed the lease.

Mr. Garibaldi responded that he had and said that it was a very old lease.

Commissioner Fleishell asked Mr. Garibaldi if the lease contained anything that offended him.

Mr. Garibaldi responded that he would not write the lease the same way today but under the conditions we are obligated to honor the present wording.

7. Contract Modification to Professional Services Agreement with Deakin, Harvey, Skabardonis

No. 88-0137

A contract modification to the professional services agreement with the firm of Deakin, Harvey, Skabardonis to conduct a study on the ground transportation at San Francisco International Airport, increasing the total funding to \$27,300, and providing an extension of time through January 1, 1989.

Commissioner Goosby asked why this contract was being extended.

Commissioner Tsougarakis responded that the extension is to complete the report.

Mr. Turpen said that Mr. Harvey will come before the Commission at the time staff presents its recommendations in order to answer any of the Commission's questions.

Commissioner Tsougarakis said that after the Commission authorized the \$14,000, Mr. Harvey was asked to do additional work on the original study. She said that Mr. Harvey did a significant amount of work and that many things have happened at the Airport as a result of this study.

Commissioner Fleishell said that Mr. Harvey was a good man.

Mr. Turpen said that this will close out this chapter in the Airport's history.

8. Bid Call - Contract No. 2065: Airport Beacon

No. 88-0138

Resolution approving the scope, budget and schedule for Contract No. 2065 and authorizing the Director of Airports to all for bids when ready.

9. Authorization to Accepts Bids for the South Terminal Cigarette Vending Lease

No. 88-0139

Resolution authorizing Director to accept bids for the South Terminal Cigarette Vending Lease.





10. Award of Contract 1559A:

Repair and Reconstruction of Taxiways 'G' and 'H' and Runway 1R at Taxiway 'F'

No. 88-0140

Resolution awarding contract No. 1559A to Bay Cities Paving & Grading, Inc. in the amount of \$2,377,096.00.

Commissioner Goosby said that the Commission has reviewed the City Attorney's opinion and the Commission is aware that a protest has been answered by the City Attorney.

11. Award of Contract No. 1464:

Boarding Area 'B' Apron Extension

No. 88-0141

Resolution awarding Contract No. 1464 to Ghilotti Bros., Inc., in the amount of \$859,485.00.

12. Close-Out of Contract No. 1792:

Records Library, Engineering Building

No. 88-0142

Resolution to approve a time extension and assessment of liquidated damages for avoidable delays and to close out this contract.

13. Close Out of Contract No. 1557:

Extension of Taxiway 'M' and Overlay of Taxiway 'F'

No. 88-0143

Resolution to close out contract and approve time extension of avoidable delays and assessment of liquidated damages.

\* \* \*

J. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Items 14 through 21, 23 and 25 through 29 were unanimously adopted. Item No. 22 was put over and Item No. 24 was moved to the end of the calendar for discussion.

14. Retirement Resolution - Edward J. Lanzilla

No. 88-0144

Mr. Turpen said that Mr. Lanzilla has been with the Airport for a number of years and has been spearheading the Airport's new effort to reissue all permits at SFO, consistent with the Airport's new security plan. He said that Mr. Lanzilla has done an outstanding job and his dedicated effort will be missed.



15. Retirement Resolution - Patrick McLaughlin

No. 88-0131

16. Authorization to Distribute Working Paper 'B' of the Airport's Master Plan

No. 88-0145

Resolution authorizing Director to distribute Working Paper 'B' to Airport tenants, the public, governmental agencies, and other interested parties for review and comment.

17. Declaration of Emergency - Contract No. 2089:  
Emergency Electrical Cable Failure Feeder 12AM-1 (BETWEEN PD-A538  
AND STA. 'AM')

No. 88-0146

Resolution ratifying the action of the President of the Commission in declaring an emergency because of the failure of the electrical cable serving the North Field Area, and directing the Director of Airports to effect the necessary repairs.

Commissioner Fleishell said that this happened a year ago with the Chevron cable. He said that since it was discovered at that time that the cable had some serious problems he assumed that staff would have checked the other similarly situated power cables.

Mr. Turpen said that it's the third or fourth time this has happened. He said that a portion of the cable was replaced at the time of the Chevron failure and the entire cable was subsequently replace.

Mr. Ernie Eavis, Facilities Operations and Maintenance, responded that the final phase of the contract is going out to bid this Wednesday and will complete the project. He said that Mr. Yuen's division will let a contract that will back feed the entire area so that if any portion of it goes out there will be a second system.

Mr. Turpen asked where the cable failed this last time.

Mr. Eavis responded that the tails had not been replaced and that is where the failure occurred.

Mr. Turpen asked how many feet of cable is involved.

Mr. Eavis responded that the cable is 2000 feet.

18. Bid Call - Contract No. 1946:  
International Terminal Carpet Replacement

No. 88-0147

Resolution approving the scope, budget and schedule for Contract No. 1946 and authorizing the Director of Airports to call for bids when ready.



19. Bid Call - Contract No. 1665:  
Boarding Area 'B' Pier F-F  
Installation of 10-Inch Watermain

No. 88-0148

Resolution approving the scope, budget and schedule for Contract No. 1665 and authorizing the Director of Airports to call for bids when ready.

20. Award of Professional Services Contract for Contract No. 1739:  
Evaluation and Improvements of Security Systems to Hardy and Associates, Inc.

No. 88-0149

This work includes vulnerability analysis, analysis of alternative access control systems, preparation of construction documents and construction monitoring.

21. Award of Professional Services Contract for Contract No. 1985:  
International Terminal Plenum Space Improvement

No. 88-0150

This work includes investigation, evaluation, and preparation of construction documents and construction monitoring.

Item No. 22 was put over.

22. Award of Contract 1553:  
Taxiway 'L' Extension to Runway 19L

Resolution awarding Contract No. 1553 to Bay Cities Paving & Grading Inc., in the amount of \$1,868,369.00.

23. Award of Contract No. 2046:  
Runway 28R/28L Pavement Grooving and Repair

No. 88-0151

Resolution awarding Contract No. 2046 to The Lowrie Paving Company, Inc. in the amount of \$385,850.00.

25. Reject All Bids: - Contract No. 1944:  
West Underpass - Rehabilitation of Drainage Pump Station

No. 88-0152

Rejecting all bids and authorizing Director to re-bid.





26. Type II Modification for Contract No. 1877:  
Emergency Airfield Pavement Repairs, Fiscal Year 1987-88

No. 88-0153

Resolution approving time extension for Contract No. 1877 from September 23, 1988 to December 31, 1988 at no additional cost to the City.

27. Resolution Authorizing Rental Credit to Avis Rent-A-Car

No. 88-0154

Resolution authorizing rental credit of \$7,101.00 to Avis Rent-A-Car as reimbursement for counter construction.

28. The Parry Contract

No. 88-0155

Contract for the Parry Company to produce four noise impact area contours to be used on the Quarterly Report and at the Airport Round-table. The contract also provides for appearances by representatives of the Parry Company to substantiate the noise contours. (\$30,000)

29. Travel/Training Fiscal Year 1988/89

No. 88-0156

Resolution authorizing attendance at Pacific Basin conferences.

The Commission failed to reject all bids by a two to two vote, with Commissioners Bernstein and Goosby casting the dissenting votes. This item will be calendared for the next meeting.

24. Rejection of All Bids: Hair Salon Lease

Resolution rejecting all bids and authorizing a re-bid for the Hair Salon Lease.

Commissioner Bernstein asked Adrienne Hanson, Great Haircuts, if she wished to address the Commission.

Ms. Hanson told the Commission that Great Haircuts submitted all of the necessary papers with the exception of the certified check. They had in their possession a cashiers check and cash when they submitted their papers and indicated at that time that they were willing to run to the bank and return within 15 minutes with a certified check. She said that she was told by an Airport staff member that that would be acceptable.

Ms. Hanson said that she failed to obtain a certified check on Saturday after spending two and a half hours making inquiries.

Ms. Hanson said that they are qualified, having been in business for seven years, and would be an asset to the Airport.



Ms. Angela Gittens, Deputy Director for Business and Finance, explained to the Commission that there were two qualified bidders who failed to follow the procedure so she felt that the item should be re-bid. She presumed that two of the original bidders would re-bid and that there might possibly be additional bidders this time. She said that she saw no reason to waive the defect in this bid.

Commissioner Fleishell said that he thought a bifurcated bidding procedure had been established to prevent this type of problem.

Ms. Gittens said that the bifurcated procedure is only used for construction contracts since the only documents in a concession contract that would result in cancellation or termination of the bid is the bid item itself and the bid bond. None of the other required items would constitute terminal failure of the bid process. Even failure to have HRC documentation at the time of the bid would not result in a non-responsive determination.

Commissioner Goosby said he did not understand the difference between the two.

Ms. Gittens explained that in the bifurcated process the only items required at the time the bids are opened are the bid bond and the bid amount.

Commissioner Fleishell said that the only defect in the bid is that the bond was filed too late. If the bifurcated system had been in place someone would have noticed that the bond had not been filed. He said that in the past the Commission has waived more serious defects than this. He did not understand why staff was going through the time and expense to re-bid this item when the top bid is almost double the second bid and three times larger than the lowest bid.

Ms. Gittens said that the Commission has never waived failure to submit a bid bond.

Mr. Turpen asked Ms. Gittens to explain the problems with each of the three bids.

Ms. Gittens explained that Hair Waves missed the deadline on the bid bond. The second bidder did not meet the required experience. The third bidder submitted their bid bond in a form that is specifically prohibited.

Mr. Turpen added that in the past when there has been a large range in bids the Commission has typically rejected all bids.

Ms. Gittens said that staff has offered to review all of the bidder's materials before the next bid date.

Commissioner Fleishell felt that was fair.

Mr. Turpen said that generally this type of problem is not encountered.

Commissioner Goosby asked what the difference was in the validity of a certified check versus a cashiers check.

Ms. Gittens responded that a cashiers check can be cancelled without the Airport's knowledge.

Commissioner Fleishell added that the Administrative Code was amended last year and now directs departments as to what types of securities can be accepted for performance.



Ms. Gittens added that due to the problem with certified checks the Commission has also expanded the kinds of security that can be accepted for smaller contracts. She said that banks are typically reluctant to issue certified checks, claiming that it is a lot of paper work for them.

Commissioner Fleishell asked if cash was acceptable.

Ms. Gittens said that cash is prohibited as it is not on the list.

Mr. Garibaldi said that cash creates a lot of problems.

Commissioner Fleishell argued that all of the other forms are substitutes for money.

Commissioner Fleishell moved to reject all bids.

Ms. Hanson said that they were told that a cashiers check would be acceptable if submitted by 10:00 AM Monday morning.

Ms. Gittens said that this was a case of miscommunication. She said that Ms. Silon of Property Management could not tell them that they could not submit anything other than what was on the bid document. Ms. Hanson was led to believe that the Commission could waive this defect. Ms. Gittens said that the documents speak for themselves as to what is prohibited and what is allowable as a bid bond. What Ms. Silon was trying to say was that she could not fail to allow them in the room and try to produce whatever they wanted to produce.

Commissioner Tsougarakis said that the bidder, having failed to procure the proper bond on Saturday, could not have obtained one by the 10:00 AM Monday morning deadline.

Commissioner Goosby said that it is the prerogative of the Commission to waive technical defects.

Ms. Gittens said that that was what the Property Manager was trying to express. The documents speak for themselves and Ms. Silon could not speak for the Commission.

Commissioner Goosby said that he was certain that if this defect had been on the \$20,000 bid the Commission would not be taking action to reject all bids. He did not feel this was fair.

Commissioner Fleishell felt that the contracts and bid proposals should be reviewed in order to guard against problems such as this. They should be concise and simple so as not to mislead bidders.

Mr. Turpen said that in general they are concise and simple but occasionally problems occur.

\* \* \*

#### K. NEW BUSINESS:

There was no discussion by the Commission.

\* \* \*



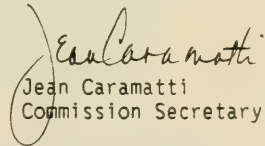
L. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*

N. ADJOURNMENT TO GO INTO CLOSED SESSION:

There being no further calendared business before the Commission the meeting adjourned at 9:49 AM to go into closed session.

  
Jean Caramatti  
Commission Secretary





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# SAN FRANCISCO AIRPORTS COMMISSION



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## MINUTES

SEPTEMBER 20, 1988

ART AGNOS, MAYOR

## COMMISSIONERS

MORRIS BERNSTEIN

President

J. EDWARD FLEISHELL

Vice-President

DR. Z.L. GOOSBY

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DON RICHARDS STEPHENS

LOUIS A. TURPEN

Director of Airports

San Francisco International Airport

San Francisco, California 94128



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Minutes  
of the  
Airports Commission Meeting

September 20, 1988

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:00 A.M. in Room 282, City Hall, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present:	Morris Bernstein, President Z. L. Goosby Athena Tsougarakis Donald R. Stephens
Absent:	J. Edward Fleishell, Vice President

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the special meeting of August 22, 1988 were adopted by order of the Commission President.

No. 88-0157

\* \* \*

D. ANNOUNCEMENT BY SECRETARY:

In accordance with Section 54957.1 of the Brown Act, Jean Caramatti, Commission Secretary announced unanimous adoption of resolution no. 88-0132 regarding the settlement of a claim at the closed session of August 22, 1988.

\* \* \*

E. ITEMS INITIATED BY COMMISSIONERS:

Commissioner Tsougarakis commended the Airport for receiving its ninth Aviation Safety Award. She said that SFO continues to receive these annual awards for being the top airport in the country inspite of having received a perpetual award several years ago.

Commissioner Goosby asked if this standard of excellence was attributed to



total staff effort or were one or two departments responsible for maintaining this level of performance.

Mr. Lou Turpen, Airport Director, responded that it was a total staff effort. He said that if there is any emphasis it would be in medical preparedness, which in great measure is due to the contribution of our Medical Clinic which works closely with staff. Also, Operations and Police Communications, under Duke Briscoe's guidance, do outstanding jobs as well. He said that Clay Scott, Assistant Deputy under Duke Briscoe does a superb job.

Mr. Turpen told the Commission that the annual Crash/Fire/Rescue drill is being held this morning at the Airport. He said that Airport staff is very creative in this area. Among other achievements, SFO had the first mobile bomb scanning trailer in the country. He said that SFO's efforts have been widely recognized.

Mr. Turpen said that KCBS mistakenly announced this morning that the Airport's Commission would be discussing a smoking regulation at the Airport. He said that there is nothing on calendar in that regard, nor was anything anticipated for today. Staff is looking into amending the Airport's smoking regulation as a result of an ordinance adopted by the Board of Supervisors which mandates certain changes in smoking/non-smoking areas. A recommendation will be presented to the Commission in the future.

Mr. Don Garibaldi, Airports General Counsel, explained that the Board of Supervisors ordinance requires all City departments and any property leased by the City to comply with its conditions. He said that the main condition is that smoking areas in public areas must be physically segregated from the rest of the public area and that means that a wall must divide the smoking area from the non-smoking area.

Mr. Garibaldi told the Commission that it will be very difficult to establish discrete smoking areas in the International Terminal lobby area due to its configuration. Staff is currently trying to determine how it can comply with that ordinance without creating a lot of problems.

Mr. Turpen told the Commission that staff is doing a survey of the Airport in order to provide recommendations to the Commission.

Commissioner Tsougarakis asked if the ordinance provides for exemptions.

Mr. Garibaldi responded that exemptions for bars and restaurants have been included but the ordinance defines a bar or restaurant as being enclosed by four walls. He said that the problem the Airport faces is that a number of its facilities are not enclosed by four walls.

Commissioner Tsougarakis asked if an exemption process has been established.

Mr. Garibaldi responded that there is no way to appeal.

Mr. Turpen added that staff will provide alternatives for the Commission once the impact has been determined. One alternative would have to include the physical and financial limitations of the Airport. The other alternative would seek some type of exemption wherein the Airport could live within the spirit of the ordinance without the exacting physical demands.

Commissioner Stephens asked what the chances were of obtaining an exemption.



Mr. Turpen responded that he felt the chances would be fairly good.

Mr. Garibaldi said that the Supervisors don't consider the Airport when they adopt these ordinances. They base their decisions on the facilities familiar to them in town and forget about the unique situation at the Airport.

Commissioner Goosby commented that the Supervisors should take into account the fact that an airport lobby can be the size of a football field.

Mr. Turpen said that the boarding area of the International Terminal was designed as an open space area to accommodate passenger volume and the design purpose of the facility would be defeated by building walls. He said that the Airport will have to be creative in its response to this ordinance in order to live within the regulation at a reasonable cost and not compromise operational considerations.

Commissioner Goosby reminded the Commission that passengers can no longer smoke on flights that are less than two hours.

Mr. Turpen said that there are some exceptions, i.e. a longer flight can be declared non-smoking if there are a certain number of non-smokers on board. He said that Northwest has a total ban on its domestic flights.

\* \* \*

#### F. POLICY:

The following item was unanimously adopted.

##### 1. Water Conservation

No. 88-0158

Proposed resolution setting the charge for excess use of water over the allotment.

\* \* \*

#### G. ITEMS RELATING TO ADMINISTRATION, OPERATIONS AND MAINTENANCE:

By a 3 to 1 vote, with Commissioner Tsougarakis casting the dissenting vote, the Commission waived the defect in the Hanson's Great Haircuts bid. The Commission then unanimously approved award of the Hair Salon lease to Hanson's Great Haircuts.

##### 2. Rejection of All Bids - Hair Salon Lease

No. 88-0159

Resolution rejecting all bids and authorizing a re-bid for the Hair Salon Lease.

No. 88-0160

Mr. Turpen said that the Commission should recall from the last meeting that there was some controversy over the bid bonds for this lease. He continued to recommend that the Commission reject all bids.

Ms. Hanson, Hanson's Great Haircuts, said that at the time of the bid they had in their possession all of the required items, minus the certified check. She explained that in lieu of the certified check she had cash and a cashier's check, which was accepted.





Commissioner Goosby asked Ms. Hanson who told her that she could submit a cashier's check.

Ms. Hanson responded that she submitted her documents to Eileen Silon who then asked another staff member if the cashier's check was acceptable or if cash should be submitted instead. Ms. Hanson said that she was told that they did not want the cash but would take the check.

Commissioner Goosby asked Ms. Hanson why she submitted a cashier's check rather than a certified check after having read the documents issued by the Airport. He said that the documents are very specific as to the bid bond form.

Ms. Hanson confessed that having neglected to open the envelope and read the documentation immediately, it was not until Saturday that she discovered the stipulation.

Commissioner Stephens asked if there was a reason why staff was being so technical. He said that a certified check is an obligation of a bank. A cashier's check accepts a check and turns it into the obligation of a bank. He wanted to know why we were turning someone down on this basis. He said that it's good money to the Airport.

Ms. Gittens responded that it's good money as long as the person who submitted the cashier's check keeps it good. The Airport's experience has been that a cashier's check can be cancelled without our knowledge.

Ms. Gittens said that the Commission, as well as the Board of Supervisors, looked into this issue with respect to construction contracts in 1985. She said that smaller businesses were having trouble obtaining certified checks as banks were indicating that it was too much trouble. The Commission subsequently adopted a policy expanding the list of acceptable types of security for bid bonds for smaller leases to five and three types of security for all others. Ms. Gittens said that preceding Commission action the Board of Supervisors clarified its own policy with respect to bid bonds. The Board's policy does not allow for cashier's checks.

Commissioner Stephens asked Mr. Garibaldi what the reason would be to take a certified check over a cashier's check.

Mr. Garibaldi responded that it is better security for the Airport. The individual drawing a cashier's check can withdraw the funds at any time without notice, leaving the Airport without security. That cannot be done with a certified check.

Mr. Turpen said that the Commission can either reject all bids and rebid the lease, at which point the bidders might have a better understanding of the process, or, waive the defect.

Ms. Gittens added that if the Commission opts to waive this kind of a defect then the Commission might as well waive an analogous defect on the high bidder. She said that the two eligible bidders had basically the same defect, i.e. failure to produce an acceptable bid bond. The high bidder was 15 minutes late but had the right kind of security.

Commissioner Goosby argued that one was late and one was on time and had cash. He asked if cash was an acceptable form of security.

Ms. Gittens said that the Airport has not accepted cash.

Commissioner Goosby said that he voted against it because he felt





that the move to reject all bids was due to the fact that Ms. Hanson was the low bidder. He felt that if she had been the high bidder her bid would have been accepted. The Commission has the right to waive this defect and has done so in the past.

Commissioner Stephens said that he has had the feeling in the past that some bidders were trying to take advantage of the Commission and slide around the edge of an issue. He said that when a bidder shows up with a cashier's check and \$2500 in cash it would be difficult to say that the bid was not made in good faith.

Commissioner Goosby said that Ms. Hanson submitted the cashier's check because she was told by a staff member that it would be acceptable to do so. She could have submitted the cash just as easily.

Ms. Gittens said that the high bidder had a similar defect in that he failed to submit an acceptable bid bond because he was late.

Commissioner Stephens felt that that was a different defect. He agreed with Commissioner Goosby in that Ms. Hanson bid in good faith and that the recommendation to reject is due to the fact that she has the low bid.

Commissioner Tsougarakis agreed that Ms. Hanson showed good faith but felt that the Commission must also keep in mind that its responsibility is to the Airport, not towards any one bidder. She said that the Commission has the option to reject all bids. She cautioned the Commission that waiving this defect would set a precedent and could be used as leverage by other concessionaires.

Commissioner Stephens asked Mr. Garibaldi if the Commission had the authority to waive this defect.

Mr. Garibaldi responded that although the Commission has the authority to waive this defect he would be concerned about the great disparity between the high bidder and the low bidder. He reminded the Commission that one of the obligations the Commission has under the Lease and Use Agreement is to maximize the Airport's revenues.

Commissioner Stephens asked how long it would take to rebid this lease.

Ms. Gittens responded that it could be rebid in three weeks as the specifications would not have to be changed.

Mr. Turpen added that Ms. Gittens had indicated to him that she would be willing to go to a two-tiered system where all documents except the bid amount would be examined.

Commissioner Stephens felt that was a good idea.

Ms. Gittens said that she would ensure that the next bid is on a Tuesday, Wednesday, Thursday or Friday, rather than a Monday.

Commissioner Tsougarakis also suggested that bids be opened at 5:00 PM rather than 10:00 AM.

Ms. Gittens responded that conducting the bid opening at 10:00 AM has worked well. She said that traffic problems seem to arise later in the day. She added that the Hair Waves bid was late because they did not realize that the banks they were dealing with did not open until 10:00 AM.



Commissioner Goosby argued that if the Hair Waves had been told by staff that they could be 15 minutes late he would approve their bid. Ms. Hanson was told by staff that she could submit the check instead of the cash.

Commissioner Tsougarakis disagreed and said she would not have voted any differently.

With Commissioner Tsougarakis casting the dissenting vote, the Commission voted 3 to 1 to waive the defect in Hanson's Great Cuts bid. The Commission then voted unanimously to award the lease to Hanson's Great Cuts.

Items 3 through 6 were unanimously adopted.

3. Northwest Request for A Variance

No. 88-0161

This item transmits to the Airports Commission a Variance Request from Northwest seeking to continue operating Stage 2 aircraft during nighttime hours after January 1, 1989, when Stage 2 aircraft operation is prohibited by our Noise Abatement Regulation Airport Resolution 88-0016. Item recommends that an independent hearing officer be appointed to consider request.

Mr. Turpen told the Commission that this is much like DHL's request previously brought before the Commission. Northwest is requesting a variance from the air operations bulletin for nighttime operations. The Commission directed staff to secure an independent hearing officer to consider this request and render their findings to the Commission for its decision. He continued to recommend this as the most efficient method of handling these matters. He said that a hearing officer will be secured from the American Arbitration Association.

Commissioner Tsougarakis recommended that the Commission be provided with a quarterly report on the variances issued.

Mr. Turpen explained that DHL was requesting a waiver from the 25 percent rule, whereas Northwest's variance request is for the 100 percent stage 3 nighttime requirement.

4. Authorization to Conduct Pre-Bid Conference for a Pacific Bazaar Lease in the North Terminal

No. 88-0162

Commissioner Goosby complimented staff on this concept.

5. Exercise of Option for Lease No. 85-0108, Associated Limousine Operator of San Francisco

No. 88-0163

Resolution approving the renewal option of Lease No. 85-0108 for



Associated Limousine Operators of San Francisco, effective February 22, 1988, for two years, under the same terms and conditions.

6. Option Approval and Rental Rate Modification of Lease with Chevron, U.S.A., Inc.

No. 88-0164

Resolution authorizing a ten year option extension and a rental adjustment for Chevron U.S.A., Inc. operation of bulk storage plant.

Commissioner Goosby said he could not understand why no one wanted to bid this concession.

Mr. Turpen said that staff failed in their persistent attempts to secure potential bidders.

Ms. Gittens said that the Airport received a \$500,000 yearly minimum for this lease in the 1960's and had to drop it down to about \$75,000 when it was last bid.

\* \* \*

H. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Items 7 through 18 were unanimously adopted.

7. Declaration of Emergency - Emergency Electrical Cable Splice Replacement (Feeder 12AM-1) PD - A243

No. 88-0165

Resolution ratifying the action of the President of the Commission in declaring an emergency because of the failure of the electrical cable splice serving the North Field Area and directing the Director of Airports to effect the necessary repairs.

8. Close Out of Airport Contract No. 1564R: Rehabilitate Drainage Pump Station No. 1

No. 88-0166

Resolution to approve a time extension and assessment of liquidated damages for avoidable delays and close out this contract.

9. Closeout of Airport Contract No. 1656: Replacement of Pumps at Industrial Waste Pump Station 'C' and 'A'

No. 88-0167

Resolution to approve a time extension and assessment of liquidated damages for avoidable delays and close out this contract.





10. Bid Call - Contract No. 1686:  
Repair Terminal Islands-Lower Level Road
- No. 88-0168 Resolution approving the scope, budget, and schedule for Contract No. 1686 and authorizing the Director of Airports to call for bids when ready.
11. Award of Professional Services Contract to Develop a Pavement Management System for the Airport
- No. 88-0169 Resolution awarding professional services contract to ARE, Inc. in the amount of \$120,000.
12. Award of Contract No. 1999:  
Terminal Approach Roadways Pavement Widening and Repairs
- No. 88-0170 Resolution awarding Contract No. 1999 to Ghilotti Bros., Inc. in the amount of \$94,990.00.
13. Airport Development Aid Program ADAP No. 9  
Amendment No. 3 to Grant Agreement
- No. 88-0171 Resolution accepting Amendment #3 to ADAP No. 9 Grant Agreement and authorizing the Director to execute said Amendment.
14. Resolution Ratifying Personnel Actions
- No. 88-0172 Resolution in accordance with the requirements of San Francisco City Charter Section 3.501, ratifying and approving certain personnel actions taken by the Director of Airports.
- Commissioner Goosby said that he did not recall ever seeing this type of item on the agenda and was glad for the opportunity to review these actions. He asked if the Commission could receive copies of job classifications referred to in these reports.
- Mr. Turpen explained that there are various types of hiring mechanisms. Some positions are temporary and the employee is hired for a set period of time. Others are hired temporarily and can stay in the position until an exam is held.
15. Approval of Claims Settlement
- No. 88-0173 Resolution approving the settlement of claims not exceeding \$5,000.00 for the period April to June, 1 1988. Total claims: \$2,250.00



16. Rejection of All Bids - Contract No. 988:  
Remodel Engineering Building and HVAC System

No. 88-0174

17. Rejection of All Bids - Contract No. 2044:  
International and North Terminal Underground Tanks Replacement

No. 88-0175

18. Rejection of All Bids - Contract No. 1553:  
Taxiway 'L' Extension to Runway 19L

No. 88-0176

Proposed resolution rejects all bids due to Airport funds being tied up in litigation.

\* \* \*

#### I. NEW BUSINESS:

Commissioner Stephens asked what was happening on the Host lease.

Mr. Turpen responded that the Mayor's Office has requested additional information from staff and Host/Marriott. That information has been provided and staff is awaiting a decision from the Mayor's Office. He said that he indicated to the Mayor's Office that a decision is needed by September 30, 1988. If closure has not been reached by that date he will withdraw his recommendation at the October 18 Commission meeting as he felt that allowing this issue to pend for nine months does not serve the purpose of the minority community, the concessionaire, staff or the purposes of professionalism.

Mr. Turpen told the Commission that an appeal has been filed to the FAA on the Administrative Law Judge's decision in the Q707 case.

Commissioner Stephens asked if the \$8.6-million is lost.

Mr. Turpen replied that it will not be lost until September 30, 1988 as the Airport has gone to the 9th Circuit for an injunction against the loss of that money. The appeal is based on Federal law, put in place in January, which stipulates that money cannot be denied without a hearing. He said that no hearing was held. He hoped that the injunction is upheld prior to the September 30 deadline so that the funds will be held pending resolution of the Q707 issue.

Commissioner Tsougarakis offered her parting words..."Go get um."

Mr. Turpen said that staff will be returning to the Commission within the next couple of weeks with information on ground transportation, i.e. rule changes as they relate to vans and rate changes with respect to the per trip charge. Staff is currently working on this issue and meeting with some of the effected parties.



Commissioner Goosby asked if the rates will be raised.

Mr. Turpen responded that he would like to raise the rates back to \$1.00.

Commissioner Tsougarakis agreed with Mr. Turpen.

Mr. Turpen explained that the 35¢ fee has merely been a license to circle. He said that the new "Star Wars" system will be in place on January 1 and will give the Airport an extremely accurate account. He said that it has taken a lot longer than anticipated to install but will be well worth it when completed.

Mr. Turpen said that staff is also looking at an A/B permit system. The "A" permit would allow ground transportation vehicles to come to the terminal roadways. The "B" permit would allow those vehicles to disembark their passengers at a remote location and transfer from there. He said that a people-mover system is ultimately planned.

Commissioner Tsougarakis felt that the size of the lower roadway must be included in some long range plan.

Mr. Turpen explained that the problem is that the roadway is confined on both sides by the physical relationship of the garage and the terminal. He said that staff is considering setting up a remote facility and dedicating some space on the lower-level for a people-mover. That would free the roadway of rent-a-car buses and offer the opportunity to balance traffic between the two levels. He said that it would also offer passengers an attractive alternative.

Mr. Turpen said that the Commission should have received their copies of the Master Plan. He said that 150 copies were sent out for comment.

Commissioner Goosby asked Ms. Gittens if the comments in Mr. Tan's letter would be directed to a pre-bid conference. He said that Mr. Tan makes some good points.

Ms. Gittens responded that Mr. Tan's letter would be directed to a pre-bid conference.

Mayor Art Agnos joined the meeting at 9:40 AM.

Mayor Agnos thanked Commissioner Tsougarakis for her four years of service to the City. He explained that Commissioner Tsougarakis's departure results from a rotational change rather than any reflection of her service. He told the Commission that the rotational changes he is making in Commissions offer opportunities to San Franciscans to serve on various Commissions that determine policy for San Francisco and have no other intent.

Mayor Agnos said that Commissioner Tsougarakis has showed special interest not only in noise abatement, which has been an on-going problem and an issue on which he commends the Airports Commission for the position which it recently took vis a vis a Federal issue. He said that Commissioner Tsougarakis has also been involved in the Airport's ground transportation issue. Mayor Agnos said that the area which is his personal favorite is the work which she did with the Art Committee for the Airport. He said



that the exhibitions on display at the Airport have been truly spectacular. He receives compliments about them not only as he travels through the City but as he travels around the country. He thanked her for her special role in that effort.

Mayor Agnos again thanked Commissioner Tsougarakis for her service and presented her with a plaque.

Commissioner Tsougarakis thanked the Mayor. She said that she was grateful for the opportunity to serve on the Airports Commission and in other capacities prior to this. She said that she began her service in 1975 and has been through pieces of four administrations. One thing she has found is that the staffs of various departments with which she has been associated have always been very solid, but especially the Airport, Administration in and Administration out. They have done a tremendous job and continue to do so.

Commissioner Tsougarakis wished the Mayor well and told him that he has a good department in the Airport. She said that she hopes to be a part of the Administration in some capacity in the future.

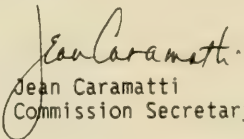
Mayor Agnos said he is creating an informal alumnae group of former Commissioners whom he calls upon for special projects and advice from time to time. He said that the latest example of that is Toby Rosenblatt, former President of the Planning Commission, whom he has asked to help review proposals being made on baseball stadiums. He said that the fact that Commissioner Tsougarkis has been rotated out does not mean that she has ended her service to the City.

Commissioner Bernstein told Commissioner Tsougarakis that he has served on Commissions for a very long time and he would never try to rank individuals but she would certainly be tied for first. He thanked Commissioner Tsougarakis and told her that he felt the City owes her for her service.

\* \* \*

L. ADJOURNMENT TO GO INTO CLOSED SESSION:

There being no further calendared business before the Commission the meeting adjourned at 9:50 AM to go into closed session.

  
Jean Caramatti  
Commission Secretary





# **SAN FRANCISCO AIRPORTS COMMISSION**



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## **MINUTES**

OCTOBER 4, 1988

### **ART AGNOS, MAYOR COMMISSIONERS**

**MORRIS BERNSTEIN**  
President

**J. EDWARD FLEISHELL**  
Vice-President

**DR. Z.L. GOOSBY**  
**DONALD R. STEPHENS**  
**SHARON B. DUVALL**

**LOUIS A. TURPEN**  
Director of Airports

**San Francisco International Airport  
San Francisco, California 94128**



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of the Minutes  
Airports Commission

October 4, 1988

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Minutes  
of the  
Airports Commission Meeting

October 4, 1988

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:00 A.M. in Room 282, City Hall, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present: J. Edward Fleishell, Vice President  
Z. L. Goosby  
Sharon B. Duvall

Absent: Morris Bernstein, President  
Donald R. Stephens

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of October 4, 1988 were adopted by order of the Commission President.

No. 88-0177

\* \* \*

D. ITEMS INITIATED BY COMMISSIONERS:

Commissioner Fleishell said that upon assuming office Mayor Agnos asked all Commissioners to submit their resignations. He said that he offered his resignation at that time even though he had two more years to serve. He said that he met with the Mayor several times to discuss his ideas as to where the City should be heading and concluded that it was in the best interest of the City to resign. His resignation will take effect at the conclusion of today's meeting. Commissioner Fleishell said that it has been a pleasure to serve with the Airport staff and his fellow Commissioners. He has spoken with members of the senior staff and left a standing offer to share his 10 years of experience whenever it was needed.

\* \* \*

E. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

The following item was unanimously adopted.



1. Canadian Airlines, International, Ltd. - Application/Recommendation for Variance

No. 88-0178

This item transmits to the Airports Commission a Variance Application from Canadian Airlines International, Ltd. seeking relief from having 25% of the Airline's operation conducted by Stage 3 aircraft as of January 1, 1989 as required by our Airport Noise Regulation. Item recommends that an independent hearing officer be designated to consider application.

Mr. Lou Turpen, Airport Director, told the Commission that this request for a variance is similar to those previously brought before the Commission. He explained that there are two elements to the Noise Regulation, one requires all operators serving SFO to have 25% of their operations performed with the quietest aircraft. The other element requires that all operations between the hours of 1:00 AM and 6:00 AM be performed with the quietest possible aircraft.

Mr. Turpen said that requests for variance have been received from six airlines. The Commission elected to assign these hearings to an independent hearing officer. This item provides authorization to include this request for variance from Canadian Airlines with the others.

Commissioner Goosby asked which airlines have requested a variance.

Mr. Turpen responded that Northwest is requesting a variance from the nighttime rule. Canadian, DHL, Evergreen, Braniff and Flying Tiger have requested variances from the 25% rule. He said that those six will probably be the only non-compliant airlines in operation at SFO on January 1.

Mr. Turpen said that around September 1 staff sent several notices out to aeronautical tenants as well as letters to CEO's and Station Operations offices reminding them of the requirements that will be effective on January 1, 1989. He wanted to give the airlines enough time to apply for a variance and give the Airport time to conduct the variance process in a methodical manner.

Commissioner Goosby asked if the airlines will be responsible for paying part of the cost for the hearing officer.

Mr. Turpen responded that the airlines would not have to share the cost as this is the Airport's hearing.

Mr. Turpen told the Commission that it is anticipated that the hearings will be held at the end of October. The hearing officer will render findings to the Commission, through him. Mr. Turpen said that he will evaluate those findings and provide his views to the Commission. It will be the Commission's responsibility to either grant or deny the variance request based on those findings.

\* \* \*

F. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

The following items were unanimously adopted.



2. Retirement Resolution: Cruz Galindo

No. 88-0179-A

3. Professional Services Contract for Commemorative Brochure

No. 88-0179

4. Design Review Approval: International Terminal Cafe and Dim Sum/  
Sushi Bar

No. 88-0180

5. Declaration of Emergency

Contract No. 2130:

Upper Level Road - South Terminal

No. 88-0181

Resolution ratifying the action of the President of the Commission in declaring an emergency because of concrete slab failures of the upper level road, and directing the Director to effect the necessary repairs.

6. Award of Professional Services Contract to Sear-Brown Group For  
Waterproofing North Terminal Roof

No. 88-0182

Scope of contract includes investigation of existing conditions, design of new waterproofing membrane, repair of skylights and parapets, inspection services during construction, and laboratory testing of waterproofing membrane. Total contract cost: \$82,600.

7. Contract No. 1464:  
Boarding Area 'B' Apron Extension

No. 88-0183

Resolution approving the deletion of Mendocino Construction Services, Inc., as subcontractor to Ghilotti Bros., Inc. on Contract No. 1464, Boarding Area 'B', Apron Extension.

\* \* \*

G. PUBLIC HEARING:

The Public Hearing was convened at 9:08 AM and adjourned at 9:30 AM, there being no further public testimony.





8. Proposed Increase in Ground Transportation Fee

Mr. Turpen asked Angela Gittens, Deputy Director for Business and Finance, to brief the Commission.

Ms. Gittens said that two years ago staff recommended a new system for cost recovery for commercial ground transportation vehicles. This system allocated the applicable cost for commercial ground transportation vehicles based on the number of trips. At that point a trip billing system was instituted. The cost discovered two years ago, based on our cost allocation system used for all other rates and charges at the Airport, was determined to be \$1.00 per trip. The Commission, at that time, determined that since the program was just beginning, full cost recovery should not be achieved at the first step. She said that after two and one half years the Commission and the Mayor are more interested in achieving full cost recovery and maximizing revenue for the City. Staff has been asked to return with recommendations for the ground transportation fee.

Commissioner Goosby asked if the recommendation was \$1.00 per trip.

Mr. Turpen responded that that was correct.

Mr. John Bosso, Santa Cruz Airporter, said that he was representing most of the ground transportation operators and was circulating a petition around the room for signatures. He read the petition to the Commission and asked that it be made part of the record. (See attached)

Mr. Gene Blazek, Imperial Inn, said that they are a small operator in South San Francisco and they aren't getting what they are paying for now. Their drivers can't pick up their passengers in the designated area, which they are being charged to use, because of unauthorized vehicles, such as taxicabs, parking in the area. He did not feel an increase would help his business or the Airport.

Commissioner Goosby asked how many trips he makes a week or a month.

Mr. Blazek responded that he has 51 rooms and they average around 100 trips a month for a cost of \$50. He complained that his drivers receive tickets for double parking at the Airport because they can't park in the designated areas.

Mr. Robert Bledsoe, Grovesnor Hotels, said that they have two hotels at the Airport, the 322 room Holiday Inn and the Grovesnor Airport Inn with 206 rooms. When the ground transportation regulation was first instituted they estimated that the Holiday Inn made about 1400 trips to the Airport per month, for a cost of \$350. He said that they have found that estimate to be low and that they are actually making about 1800 trips per month and paying \$450 a month. He felt that the \$1.00 increase was substantial considering the competition at the Airport. His vans can't park in the designated areas and there isn't enough space to serve their passengers properly. He complained that the Airport Police hassle his drivers.

Mr. Phil Hesley, Executive Vice President of Park 'N' Fly, told the Commission that they need more notice when this type of issue comes before the Commission. He said that his lot received notice on Thursday.

Mr. Hesley said that Park 'N' Fly presently pays in excess of \$25,000 a year to the Airport for this operation. He said that they have complained to the Airport many times that they can't use the designated area because the Airport Police allow van drivers to take their breaks in that area rather than the holding area.





Consequently, Park 'N' Fly drivers can't pick up their customers.

Mr. Hesley also told the Commission that the blue and the green zones can't be differentiated at night. He said that the public doesn't care about the color of the zone, they simply want to know where to go to get their transportation. He asked the Airport to change the color scheme so that the zones can be differentiated easily.

Mr. Hesley also asked to see a better breakdown of applicable costs to the ground transportation operators. He asked if it is meaningful for the operators to absorb these costs and how these trips will be monitored. He said that the Airport presently uses a self-audit system wherein the operators are responsible for reporting the number of trips they make. He said that his company submits honest figures but how does he know if other operators are being honest. If the fee is raised to \$1.00 will other operators be paying their fair share of the burden.

Mr. Hesley did not feel that it would be fair for SuperShuttle to be considered at a lower number unless there is a cost justification for it. He complained that SuperShuttle uses both the inside and outside lanes so they can provide better service to their passengers. He did not understand why that was allowed.

Mr. Hesley said he did not understand the number of trips that are on the cost analysis. He asked what's included in it and how the Airport arrived at that number. He asked if it included Airport vehicles or ground transportation people only. He said that he recognized the difficulty in differentiating the vehicles that pass through the Airport as some are quite similar, inspite of their distinctive markings, and asked how the Airport proposed to handle this problem. He also asked what benefits would be provided to the public and to the ground transportation operators if the rates go up.

Commissioner Goosby asked Mr. Turpen to explain the system that will be installed in January.

Mr. Turpen explained that staff has been working on an automatic vehicle identification system which will be operational on or about January 1. Each commercial vehicle at the Airport will be required to carry an encoded device which will be read by special scanners and will tell the Airport which vehicle just entered, the time and the lane, etc. and give tallied counts and the necessary data for billing purposes. The computer information will be available and can be checked and will be as close as the Airport can get to an objective system. This system will not only benefit the Airport in terms of billing and understanding roadway utilization but will benefit ground transportation operators in terms of letting them know what their individual vehicle activity has been at the Airport during certain periods of the day. He said that this system will hopefully reduce the number of redundant trips and allow easier access to the roadways. He said that a recently completed study of hotel/motel vehicles and vans showed that they were only averaging 1.4 passengers per trip. He felt that that average was low and inconsistent with the Airport's goal of maximizing the number of passengers per vehicle and minimizing the number of vehicle trips. He said that this proposal was aimed at a single objective of getting frequent roadway users to pay their proportionate share and understand roadway utilization.

Mr. Hesley asked who would pay for the equipment.

Mr. Turpen responded that the Airport will pay to install the system and the first transponder. There will be a fee for vehicles requiring replacement transponders.



Mr. Hesley asked what type of cost this would mean and if it would be absorbed through the increase in fees.

Mr. Turpen responded that it would.

Mr. Robert Leech, Leech's Auto Rental, said that they fought a proposed fee in 1973, contending that everyone should pay to enter the Airport. Although the Airport abandoned the idea and independent auto renters didn't pay a fee from 1973 to 1980, Park 'N' Fly and the others kept paying. The Airport was fought again in 1980 and again the Airport abandoned the idea, yet the hotels/motels and Park 'N' Fly kept paying.

Mr. Leech said that in 1986 the Airport wanted a \$1.00 fee for traffic congestion. Cost recovery for roadways was never mentioned. The Airport was fought again. He said that the independent auto renters will go to court if the fees are raised.

Mr. Leech asked the other operators in the audience to meet with him in the corridor after the meeting.

Mr. Andy DePaul, Good Neighbors Airbus, deferred to Mr. Steel.

Mr. Eldon Johnson declined to speak.

Mr. Lemisut, Grovesnor Airport Inn, said he did not have anything to add to Mr. Bledsoe's statement.

Mr. Jimmy Steel, Yellow Cab Coop, speaking on behalf of the Airport shuttles, said that they submitted an interim proposal to the Airport and have met a couple of times. They feel that this increase is inappropriate at this time and asked for a 60-day delay. They did not feel that a \$1.00 fee was warranted as far as the shuttles were concerned. He said that through their proposal traffic will be eliminated, as will the cost to the Airport. They have outlined their proposal and will amend it subject to further discussions with Mr. Turpen and his staff. He believed that a revised proposal would soon be available.

Mr. Steel again asked for a 60-day continuance as they did not receive notification of this issue until Thursday or Friday of last week.

Mr. Ken Tehaney, Villa Hotel, told the Commission that this increase would add \$50,000 to the ground transportation fees of some San Mateo County-based hotels at a time when these hotels are not making money. He disagreed with this increase although he did feel that a reasonable rate increase would be heard. He asked for a postponement in light of the installation of the "Star Wars" system in January to see what it will do to the Airport's revenues. He said that this system might aid in eliminating some of the needless runs that are being made.

Mr. Tehaney asked if the motivation behind this increase was a traffic problem or a revenue problem.

Mr. Tehaney asked for a postponement of six months to a year to see if this device will generate revenues and help to control traffic. At the same time it will give the hotels and other services a chance to see if they can provide some type of common bus service for all the hotels and possibly approach PUC to help organize system.





Mr. Charles Weiss, Timesavers, told the Commission that he is the administrator-driver of a one vehicle operation. He said that 15 percent of his business takes him to the Airport so the \$1.00 fee on 10-15 trips a month would not be a problem to him. He said that he was moved to appear before the Commission because of the \$1,000 cash per vehicle deposit they are required to pay in order to operate at the Airport. He said that he will be paying less than \$10.00 a month to the Airport and yet the Airport is holding \$1,000 of his money.

Mr. Weiss told the Commission that Federal tax laws require that all income, including interest, be reported yet he has been unable to find out how much interest that money is accruing. He said that Ms. Silon (Airport Property Management) could not give him an answer. He was subsequently told that the City Attorney's Office indicated that the Airport is required to pay interest however no one knows how much and apparently it is being given no thought. He said that since he never received the necessary form indicating how much interest he was accruing he could not report it to the IRS. He said that while the Airport is interested in increasing revenues no one is paying a second thought to complying with Federal regulations in this regard.

Mr. Weiss said that the \$1,000 fee was a financial hardship and he hoped that the Airport would give consideration to people like him.

Mr. Weiss also told the Commission that he had a 30-day revokable permit that allows him to park in the courtyard yet he continues to see the general public parking in those areas without being issued tickets by Airport security. He said that space is limited and the situation is especially bad during the peak holiday season.

Commissioner Fleishell said that the Airport has a commitment to pay interest and Federal law requires us to file a document annually, carboning the taxpayer. He asked Mr. Garibaldi to look into it.

Mr. Martin Kantoff, representing the Hotel and Restaurant Association of San Mateo, told the Commission that the hotel van service provided to hotel customers is a no-charge service, unlike a shuttle service or a taxicab. If the fee goes up to \$1.00 it will place a tremendous hardship on the hotels in the area. He requested a postponement in order to allow time to examine the various proposals and alternatives available to them to limit Airport congestion and possibly to start their own bus service.

Mr. Turpen thanked the audience for their comments and suggested that a meeting be held within the next 30 days with interested parties so that the details regarding the financial basis for staff's recommendation and concerns can be explained.

Mr. Turpen said that the Airport has had a commitment since 1981 to cost center support. The other concern continues to be vehicle congestion as it relates to unnecessary trips. There are about 45,000 vehicle trips per day to the Airport, half of which are in commercial vehicles. A dramatic impact can be made on the number of vehicles at the Airport if the passenger number per vehicle can be raised.

Mr. Turpen said that a notice regarding a meeting to discuss this fee will be sent out advising interested parties of the date and time. The meeting will be held in the Airport's main conference room. He said he would be happy to go through the proposal in detail, listen to any input, explain the Airport's concerns and hopefully come to some conclusion. This item will then be recalendared so that the results of that meeting can be shared with the Commission.





Commissioner Fleishell agreed that there should be a delay as there is currently a new Commissioner on board and a second one about to be sworn in. The new members should have an opportunity to look into the various elements involved in fee charging at the Airport. He said that he has already spoken to this issue and has always felt that different categories of vehicles should have different rates. He felt that people who use the Airport because they have to provide a service is one category, and people who are engaged in a direct transportation industry is another. This system is used at other airports and should be used at SFO.

Commissioner Goosby said that that was the consensus of the Commission. Staff was instructed to split the fees but the Airport eventually ended up with an across the board 35¢ fee.

There being no other speakers Commissioner Fleishell declared the public hearing closed at 9:30 AM.

\* \* \*

Mayor Art Agnos arrived at the meeting at 9:40 AM to thank Commissioner Fleishell for his 10 years of extraordinary service on the Airport's Commission. He said that he usually has to ask what individual commissioners have achieved prior to these ceremonies but Commissioner Fleishell's accomplishments are so well known there was no need for an inquiry. He said that Commissioner Fleishell participated in negotiating the settlement that resulted in an annual service payment to the City of a little over \$10-million to the City's general fund. The settlement he helped negotiate provided better opportunities for women and minorities to enter the Airport's concession program. Mayor Agnos said that Commissioner Fleishell also advocated free luggage carts for international airline passengers.

Mayor Agnos said that he likes to personally thank a Commissioner when his request to step down is honored. He said that Commissioner Fleishell had two years left to his term and did not have to step down. He likes to let the public know, through his appearance, that the rotation that he asks Commissioners to accept is not a reflection on the outgoing Commissioner. Commissioner Fleishell will become part of the Mayor's alumnae group and will be called on from time to time to serve the City in his particular area of expertise.

Mayor Agnos thanked Commissioner Fleishell for his concern and consideration and presented him with a plaque commending him for his service to the City.

\* \* \*

#### H. NEW BUSINESS:

There was no discussion by the Commission.

\* \* \*

#### I. CORRESPONDENCE:

There was no discussion by the Commission.



\* \* \*

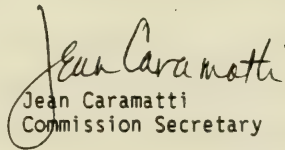
J. CLOSED SESSION:

There was no closed session.

\* \* \*

K. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 9:45 AM.

  
Jean Caramatti  
Commission Secretary



## PETITION TO AIRPORTS COMMISSION

The undersigned ground transportation operators at San Francisco International Airport hereby petition the Airports Commission, City and County of San Francisco as follows:

1. By letter mailed September 28, 1988, the Director of Airports advised us that he was submitting a request to the Airports Commission to quadruple and almost triple existing ground transportation fees from \$.25 and \$.35 per trip to \$1.00 per trip. That letter arrived at the earliest on September 29, 1988 and gave less than three business days as notice for the proposed action. We object to such short notice as a violation of fundamental fairness and a violation of our Constitutional rights of due process under the 14th Amendment of the United States Constitution.

2. The proposed amendment purports to include a cost justification summary which is totally ambiguous and uninformative. For example, over \$.54 of the proposed rate is attributed to the expense of "All other Airport Roadways." Ground operators travel almost exclusively on Terminal Loop Roadways which are treated as a separate expense. No definition is included either for "Dedicated Ground Transportation Expenses" which comprise \$.36 of the proposed increase. Again, to make a meaningful response to the proposal, it's necessary that those who



are being asked to accept these costs be fully advised of what the expenses mean and how they were computed.

3. In a very real sense, the Ground Transportation Fee is an improper imposition at any rate. The Ground Transportation Operators do not increase the amount of usage of the Terminal Loop Roadways, they decrease it. None of the Ground Transportation Operators convince people to take airplane trips to or from San Francisco International Airport. What the Ground Transportation Operators do is provide larger vehicles which reduce the traffic congestion and parking requirements at the airport by discouraging the use of the private passenger cars. That, in effect, results in less use of the roadway, less traffic, and less parking problems. When the Ground Transportation Fee was enacted, that point was acknowledged, but the fee was termed "small", and it was indicated that it would not rise. Now the fee is increase three and four times, it is not "small", and it is time to recognize that instead of penalizing the Ground Transportation Operators, the Airports Commission should be accomodating them and recognizing the useful function that they serve.

We respectfully petition this Commission to reject the recommendation of the Director of Airports. If the Commission has any inclination to consider the imposition of any change in the fee, then we respectfully request that the matter be continued for sixty (60) days, that the Director of Airports be required to furnish to any Ground Transportation Operator who requests it, a complete information packet describing the basis of computation, and setting forth in detail each cost which is utilized in arriving at the proposed rate.





NAME

ENTITY

ADDRESS

STEPHEN VAUGHAN	Pacific Ocean Road	1849 Bayshore Blvd	Burlingame
IRA KAUFMAN	Alamo Rent A Car	778 B. Way Rd	
LAGK BERUBE	SAN RAMON VALLEY AIRPORT	3942 VALLEY AVE	STE PLEASANT HILL 94566
<del>ALVIN D. FOLE</del>	GOOD NEIGHBORS AIRPORT SHUTTLE	33 HARRIET #7,	S.F. 94103



NAME	ENTITY	ADDRESS
Joe Bono	Santa Cruz Airport	224 Walnut Ave S.C.
Arthur Chley	Park 'N Fly	101 Terminal Ct S.C.
Harold Murrell	METRO PARK	615 AIRPORT BLVD Daryl.
Tony Phelps	GENERAL PENT. A Lm	9100 S. SEP. LA CA 90145
John Hartman	Park 'N Fly	101 Terminal Ct.
Jackie Cobb	Parking Co of America	160 Produce Ave S.F.
Joe Chu	P.C.A.	" " "
John Maust	PCA	" " "
Kay	Braslow's Air Rental	435 S. ANAHEIM S.F.
John Goss Jnr.	Super Shuttle Int	7001 W IMPERIAL BLW LA.
James E Steele	Yellow Airport Shuttle	1200 MISSISSIPPI S.F. 94107
John Linn Collett	Yellow Airport Shuttle	1200 MISSISSIPPI S.F.
Katherine Y. Ockels	Airport Connection	100 B Produce Ave SSF
Ernesto Alvarez	Bay Porter Express	100 North Hill Dr #29 Berkeley.
William J. Davis	SFO AIRPORT	923 Folsom St S.F. 94107
William J. Davis	Willow Hotel	4400 El Camino, San Mateo 94403
AKOUCI	Sun Hotel & Rest. Assoc	1650 S. Amphlett Blvd. S.M. 94402
M. Kantell	"	"
Tom CORTABIGERS	WESTIN SFO	Millbrae
Chas Weir	"TIMESAVERS"	823 CRESPI DRIVE PACIFIC CA 94044
MALL LEMIX	GRANDVIEW Airport Inn.	380 S. Airway Blvd
ROBERT F EBERSON	HOLIDAY INN SFO	2455 S. AIRPORT BLVD S.F.
Fred Reed	Best Western El Rancho Inn	1100 El Camino Real, Millbrae, Ca 94030



OCT 04 1988

3632 25th Street  
San Francisco, CA 94110  
October 3, 1988

Airports Commission  
P.O. Box 8097  
San Francisco International Airport  
San Francisco, CA 94128

Dear Commissioners:

I am writing to you regarding Item 1 on the calendar for your meeting of October 4, 1988. I ask that my letter be made part of any proceedings or hearings regarding the item.

I am a homeowner in the southern part of San Francisco and have been increasingly frustrated by the dramatic increase in overflying aircraft noise in my neighborhood during the past several years. I oppose the application of Canadian Airlines International for a variance from the provision in the SFIA Noise Abatement Regulation that requires 25% of its operation to be in Stage 3 aircraft as of January 1, 1989.

I am aware of the factors listed in Section F(2) of the Noise Abatement Regulation that are considered relevant in deciding whether a variance is in the public interest. With these factors in mind, I believe that granting Canadian's application for a variance will not be in the public interest for the following reasons:

1. SFIA and the surrounding community will be adversely affected by continued noise if the variance is granted;
2. It is not fair to other aircraft operators who are in compliance with the regulation to grant a variance to Canadian;
3. Granting a variance to Canadian will provide a bad precedent for other operators seeking to avoid the reasonable timetable set forth in the regulation;
4. On an industry-wide basis, compliance with the 25% requirement after January 1, 1989, is both economically and technologically feasible;
5. According to the regulation's Statement of Basis and Purpose, SFIA still is not in compliance with California's noise law, and granting a variance to Canadian therefore will make compliance more difficult.

The Statement of Basis and Purpose recognizes that, especially in view of the far more stringent measures enacted at some major airports in this country, the timetable for conversion of operations at SFIA is "entirely reasonable." (Statement, page 26.) Homeowners such as myself who have been, and still are, being adversely affected by aircraft noise have been asked, in effect, to accept the regulation's timetable as a compromise and to live with the noise. We have lived with intrusive noise and, I can assure you, we continue to do so. Canadian likewise should be expected to effectively "live up to its end of the bargain" and comply with the timetable.

Sincerely,

  
Christopher H. Hall





# **SAN FRANCISCO AIRPORTS COMMISSION**



DOCUMENTS SEPT.

SAN FRANCISCO  
CALIFORNIA

## **MINUTES**

NOVEMBER 1, 1988

### **ART AGNOS, MAYOR COMMISSIONERS**

**MORRIS BERNSTEIN**  
President

**DR. Z. L. GOOSBY**  
**DONALD R. STEPHENS**  
**SHARON B. DUVALL**  
**PATRICK A. MURPHY**

**LOUIS A. TURPEN**  
Director of Airports

**San Francisco International Airport**  
**San Francisco, California 94128**



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of the Minutes  
Airports Commission

November 1, 1988

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Minutes  
of the  
Airports Commission Meeting

November 1, 1988

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:10 A.M. in Room 282, City Hall, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present:	Morris Bernstein, President
	Z. L. Goosby
	Donald R. Stephens
	Sharon B. Duvall
	Patrick A. Murphy

\* \* \*

C. SPECIAL ITEM:

The Commission unanimously elected Commissioners Bernstein and Goosby as President and Vice President, respectively.

1. Election of Officers

No. 88-0184

Commissioner Stephens moved the nomination of Commissioners Bernstein and Goosby as President and Vice President, respectively and was seconded by Commissioner Duvall. The vote was unanimous.

\* \* \*

D. DIRECTOR'S REPORTS:

Mr. Lou Turpen, Airport Director, reminded the Commission that in January, 1988 the Airport passed a new noise regulation which was designed to encourage progressive replacement of noisy aircraft with quieter aircraft. The regulation will require that 25 percent of each airlines operations be with Stage III aircraft. The second provision will require that all nighttime operations (between 1:00 AM to 6:00 AM) be performed with Stage III operations. These provisions will take effect in January of 1989.

Mr. Turpen said that there are six airlines which have requested one or the other of those provisions. Northwest Orient and Flying Tiger have requested a variance from the nighttime provision. Braniff, Canadian, Evergreen and DHL have requested variances from the daytime provision.

Mr. Turpen reminded the Commission of its direction to hire an independent hearing officer to conduct these hearings. He said that the hearing





officer will render his findings of fact to the Commission through him. He will then transmit those findings, along with his recommendations, at the December 20 meeting, at which time the Commission will render its decisions on those applications.

Mr. Turpen told the Commission that the airlines will make their presentations to the hearing officer this week. He explained that the burden of proof is on the applicant.

Commissioner Goosby asked if the airlines can appeal the Director's recommendation.

Mr. Turpen responded that the airlines can dispute his recommendation before the Commission. Ultimately, if the airlines disagree with the Commission, they can litigate.

Commissioner Duvall asked Mr. Turpen if he felt that the amount of time anticipated for these hearings was adequate.

Mr. Turpen responded that the format is fairly structured in terms of the type of information the airlines need to provide. The bottom line is that they must demonstrate a good faith effort toward compliance with the regulation and that they are taking bonified measures to try and assist the Airport in mitigating noise.

Mr. Turpen said that Don Garibaldi, Airports General Counsel, has been working with the hearing officer and he feels confident that the process will go smoothly.

\* \* \*

E. ITEMS INITIATED BY SOMMISSIONERS:

There were no items initiated by Commissioners.

\* \* \*

F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

The following items were unanimously adopted.

2. Variance Applications - Braniff, Evergreen and Flying Tiger Airlines

No. 88-0185

This item transmits to the Airports Commission applications from Braniff, Evergreen, and Flying Tiger Airlines for a variance from the provisions of the Airport's Noise Abatement Regulation, Resolution No. 88-0016, January 22, 1988. The item recommends that an independent hearing officer be appointed to consider the applications.

3. Selection of Financial Advisor

No. 88-0186

Resolution authorizing the selection of Lazard Freres/Grisby Brandford as financial advisor for a five-year period.



Ms. Angels Gittens, Deputy Director, Business & Finance, said that in March of 1988 the Commission resolved that the Airport would proceed with a five-year contract for financial advisory services. Staff is looking at those services in association with bond issues as well as for interim services over a five-year period. She said that the Airport has several items of financial interest coming up in the next several months and while they do not involve a bond sale, advice and research is needed on a couple of these financing items.

Commissioner Goosby asked if a bond sale is anticipated within the next year or two.

Ms. Gittens said that it will depend on the progress of the Master Plan as well as a couple of other items which have not yet been brought to closure.

Commissioner Bernstein asked Ms. Gittens if she anticipates a bond issue.

Ms. Gittens responded that she did, explaining that there have been discussions on a rental car structure and a transportation center which staff is trying to get in advance of a full master plan.

Commissioner Stephens asked if the financial advisor would receive a \$40,000 retainer versus \$2.00 a bond, and, if the retainer would be credited back.

Ms. Gittens responded that it would be in a year in which there is a bond sale.

Commissioner Stephens asked how this firm was selected.

Ms. Gittens said that the decision was based on five items. A three member panel consisting of herself, another Airport staff member and the Financial Director of the CAO's Office interviewed seven firms out of eleven submissions.

Commissioner Duvall asked why a five-year contract was selected.

Ms. Gittens responded that the Airport's basic capital plan is in five year increments. She felt that there should be some consistency and coherency to the financing plan so the financial advisor and bond counsel should be selected over that same period of time. She said that this has been done previously.

Ms. Gittens reminded the Commission that the feasibility consultant, whose responsibility it is to write an independent report to the bond holders on the feasibility of the project, was approved in June of this year.

Commissioner Bernstein asked how large a bond issue staff anticipated.

Ms. Gittens responded that the firms were to assume two bond issues, one for \$80-million and one for \$50-million, so as to have a comparison of price.

Commissioner Bernstein asked if the Airport had money available to cover the anticipated projects.

Ms. Gittens responded that \$87-million is available for current capital projects. These funds are available under the old bond law and are very flexible. The issue is which projects should be financed out of the available funds. Any new financing would be done under the new bond law which is very stringent. A judgment must be



made on each financing as to whether it should be paid with old or new funds. Ms. Gittens used the rental car item as an example and said that the Airport could fairly flexibly use old funds for rental car structures but would be prohibited from using new funds. We may want to use old funds for rental car structures and have a new issue for other items that are part of our current capital financing plan.

Commissioner Bernstein asked if all of the Airport's current problems are taken care of out of available funds.

Ms. Gittens responded that staff currently handles it that way.

Commissioner Bernstein felt that there would be more flexibility if our own money is used as opposed to bonded money.

Ms. Gittens explained that "old" did not refer to operating money, it referred to capital funds.

Commissioner Goosby asked about the status of the master plan.

Mr. Turpen responded that the second working paper was reviewed with ALUC and the Regional Planning Commission of San Mateo County last Thursday. Staff is planning to have a second public meeting in San Francisco to seek public input to the plan. The Master Plan will then move into the third of four working papers.

Mr. Jason Yuen, Administrator, Bureau of Planning and Construction, said that the master plan should appear before the Commission early next year, however, the it must still go through an environmental impact report which will probably take another nine months.

Mr. Turpen reminded the Commission that it has only given approval to distribute working paper 'B'. There will be two additional working papers presented to the Commission.

Commissioner Murphy asked if this contemplated an exclusive right to act as the financial advisor for a bond issue.

Ms. Gittens responded that this is for the financial advisor only. It will prohibit these firms from bidding on any bonds the Airport may want to issue. As all of our bond issues are competitively bid, they could not engage in any other financial transaction with the Airport during this time.

Commissioner Murphy asked if they would have the exclusive right to be the financial advisor for a bond issue as part of this five year arrangement.

Ms. Gittens responded that they would.

Commissioner Bernstein hoped that a memorandum would be sent to the Commission before staff requests approval of a bond issue.

Commissioner Duvall explained that we would want the funding to be in place as the preliminary work of the second phase of the master plan is completed. She said that that would take a certain amount of forward planning in order for all of the elements of the development of the plan and the funding to be completed on a timely basis. The proposal before the Commission is a request for approval of the consulting services that would give the Airport the opportunity to begin that planning that will take nine months to a year and a half. She said that we will have the bond issues with 24 months and bringing in the consulting services at this time would make that presentation on the bond issue even more timely to this Commission.





She said that the memo to which Commissioner Bernstein refers would probably be the product of the work that would be developed by this consulting service.

4. Selection of Bond Counsel

No. 88-0187

Resolution authorizing the selection of Orrick, Herrington & Sutcliff and Pamela J. Jue, a joint venture, as bond counsel for a five-year period.

5. Rejection of All Bids and Authorization to Re-bid Contract No. 1017: Expansion of Electrical Distribution System -- Phase II

No. 88-0188

This work is the second phase of a project to expand the 12 kilovolt electrical distribution system throughout the Airport to replace the deteriorated 4 kilovolt systems and to provide alternate electrical power sources where only a single source is available at present.

Low bidder failed to meet HRC requirements. Due to the large difference between the low bid and the other bids, staff is recommending that all bids be rejected and the contract re-bid.

6. Award of Professional Services Contract No. 1961: Evaluation and Expansion of Central Heating and Cooling Plant

No. 88-0189

Resolution approving the agreement for professional services for Contract No. 1961 with Takahashi Consulting Engineers, Inc., in the amount of \$243,000.00.

7. North Terminal Bookstore - Authorization to Proceed with Pre-Bid Conference

No. 88-0190

Resolution approving leasehold specifications and authorizing Director to hold a Pre-Bid Conference for the North Terminal Bookstore Concession Agreement.

Mr. Turpen explained the concession process, from pre-bid conference to award, to the Commission.

Commissioner Goosby explained that the appropriate time for the Commission to offer input on the lease would be during staff's briefing on the pre-bid conference. These procedures are important because they protect the reputations of the Airport, the City and the Commission.



Commissioner Duvall asked if putting ABC on a month-to-month lease was a disadvantageous position for the concessionaire.

Ms. Gittens said that this is not an unusual transition procedure.

Commissioner Goosby asked if everything would be bid at once.

Ms. Gittens responded that the bidding would be staggered in order to avoid two major concessions being down in the same area.

Commissioner Duvall asked if there were other airports in the country that currently operate bookstores of this concept and magnitude.

Ms. Gittens responded that Boston, Pittsburg, Washington National and Dulles have similar concessions.

Commissioner Bernstein asked Ms. Gittens how much she thought the Airport could get in rent.

Ms. Gittens responded that that information would come out of the pre-bid conference. She said that the Airport has been receiving \$800,000 from ABC. Staff has a suggested minimum bid for the pre-bid conference of \$500,000 or 15 percent.

Commissioner Goosby asked if this would be separate from the Principal Concessionaire in the Hub.

Ms. Gittens responded that this lease would be separate.

Commissioner Bernstein did not think it would be possible to get 100,000 books into 2,000 square feet.

Ms. Gittens said that she believed it was possible but would be discussed at the pre-bid conference. Staff has looked at bookstores around the City with fairly comparable space and found that they carry between 20,000 and 25,000 titles with 150,000 books.

8. Acceptance of Gift of \$10,000 from Woolley Foundation

No. 88-0191

Resolution accepting \$10,000 gift from Robert E. Woolley Foundation for Airport Exhibition and Cultural Education Program.

Mr. Turpen told the Commission that the Embassy Suites Hotel has contributed \$10,000 to the Airport's Temporary Exhibition Program. The Exhibition Program has received international recognition and great credit goes to the five or six member staff, under the direction of Elsa Cameron, who work exhaustively to put these exhibits into place. He said that the positive impact has been tremendous.

Commissioner Bernstein said that this is a magnificent offer and recognition should be given to the Embassy Suites.

Mr. Turpen said that the Embassy Suites will be recognized as the sponsor of the exhibition selected for these funds.

\* \* \*



G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

The following items were unanimously adopted.

9. Retirement Resolution - Roy Manuel

No. 88-0192

10. Bid Call - Contract No. 2086:  
Lomita/Millbrae and Central Pump Stations Repairs

No. 88-0194

Resolution approving the scope, budget and schedule for Contract No. 2086 and authorizing the Director of Airports to call for bids when ready.

11. Bid Call - Contract No. 2090:  
Re-Roof Bldg. 646 (Airborne Bldg.)

No. 88-0194

Resolution approving the scope, budget and schedule for Airport Contract No. 2090 and authorizing the Director of Airports to call for bids when ready.

12. Bid Call - Contract No. 2137:  
International Terminal Terrazzo Flooring at Customs' Waiting Area

No. 88-0195

Resolution approving the scope, budget and schedule for Airport Contract No. 2137 and authorizing that Director of Airports to call for bids when ready.

13. Bid Call - Contract No. 2121:  
Emergency Pavement Repairs (1989)

No. 88-0196

Resolution approving the scope, budget and schedule for Airport Contract No. 2121 and authorizing the Director of Airports to call for bids when ready.

14. Award of Contract No. 1943:  
Cable 12AM-1 Splice Replacement

No. 88-0197

Resolution awarding Airport Contract No. 1943 to Kingston Constructors, Inc., in the amount of \$155,900.00.

15. Declaration of Emergency  
Airport Contract No. 2139:  
Cable Failure, Feeder 12BQ-1

No. 88-0198

Resolution ratifying the action of the President of the Commission in



declaring the emergency because of an electrical cable serving the American Airlines Cargo Building No. 5 has failed, and directing the Director of Airports to effect the necessary repairs.

16. Rent Credit - Host International

No. 88-0199	Resolution authorizing \$12,890.00 rent credit to Host International for installation of Soffit in the North Terminal.
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Commissioner Goosby asked if the Airport could have done this work.

Mr. Turpen responded that the Airport could have done the work but as a matter of timing, disruption and administration, the Airport typically negotiates some type of rental credit.

Commissioner Goosby commented that even though the Airport subsequently reimburses a tenant, it is often difficult for a small business operating at the Airport to come up with the funds to do the work. He felt that it wouldn't hurt to have staff do some of this work.

Ms. Gittens remarked that Airport staff recently built the shoeshine facilities in the South Terminal.

Mr. Turpen reminded the Commission that SFO was the first major Airport to go heavily into concession development in 1979, 1980 and 1981. The North Terminal, designed in the late 1960's, early 1970's and built in the mid 1970's, was not constructed for concessions. As a result, many of our concessions in the North Terminal protrude into public areas. These problems do not exist in the International and South Terminals. Mr. Turpen said that he was sensitive to Commissioner Goosby's concerns but felt that in this situation it was easier for one person to do the whole job rather than try to coordinate an effort.

17. Resolution Ratifying Personnel Actions

No. 88-0200	Resolution in accordance with the requirements of San Francisco City Charter Section 3.501, ratifying and approving certain personnel actions taken by the Director of Airports.
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\* \* \*

H. NEW BUSINESS:

There was no discussion by the Commission.

\* \* \*





I. CORRESPONDENCE:

Mr. Turpen shared a letter from the Mayor to the Board of Supervisors which was in response to the question of free luggage carts in the customs arrivals area. Mr. Turpen read two pertinent paragraphs from that letter:

"I am returning file no. 27-88-34 regarding support for a \$1.00 charge for luggage carts at San Francisco International Airport without my signature."

The Mayor's letter goes on to state some factors and continues...

"In view of this I believe that we should consider this issue along with other revenue generating proposals as we review the Airport budget in the coming year and not at the present time."

Mr. Turpen said that the Mayor has clearly made a decision on free carts in the customs arrival area, as he said he would. For the time being the Mayor has elected to continue the free cart program and will take this as an issue within the budget process.

Mr. Turpen said that as the Commission is aware, Host International and the Airport have been talking about creating some opportunities for minority businesses and at the same time establishing some price control mechanisms in exchange for a ten year extension. The Mayor has been briefed on this proposal and is particularly concerned that the two new members to the Airports Commission be fully acquainted with this proposal. The Mayor has also requested that he be provided with some additional information. Mr. Turpen said that he did not expect this matter to resurface until after the first of the year. During that time the new Commissioners will be brought up to speed and the Mayor's specific concerns will be addressed.

Commissioner Goosby asked if the Mayor's concerns remained the same.

Mr. Turpen responded that those initial concerns have been addressed but other issues have been raised by the Mayor. He said that as the City's chief executive, the Mayor should be acquainted with all of the options before a decision is made.

Mr. Turpen told the Commission that at the Regional Planning Commission meeting last Thursday night Roger Chinn, Chairman of the Airport Community Roundtable, asked about runway extension, development and movement, vis-a-vis noise. He told the Commission that a Joint Land Use Study was done from 1977 to 1980 comprising representatives from San Francisco, the Airports Commission, San Mateo County elected officials, the FAA, the airlines and the public. This exhaustive study addressed how to mitigate the 13,400 noise impacted homes at SFO. The study concluded that the noise problem can be eliminated if one of three alternatives is selected. They are: 1) Reduce flight operations by 50 percent. This is not a practical solution, especially due to the fact that it would interfere with interstate commerce. 2) Purchase the noise impacted homes. This is being done in Atlanta, Memphis, Nashville, Louisville, and St. Louis, among others. This alternative was determined to be impractical due to the housing shortage on the Peninsula and the types of homes involved. 3) Relocate the runways. This would involve moving the runways, which back up to Millbrae, out about 3000 feet and moving the runways which direct aircraft toward Mt. San Bruno out as well. Although the impact of that alternative would be



to virtually eliminate the noise impact on those homes, the idea was rejected for financial and environmental concerns. Instead, the Airport, in conjunction with the airlines and the community, opted to try to manage the noise impact by working towards the progressive replacement of noisy aircraft, using the noise regulation to achieve this goal. This alternative was successful and has reduced the number of noise impacted homes to about 4000. Mr. Turpen said that he felt that the noise regulation will further reduce that number.

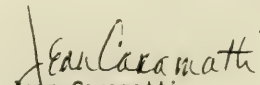
Mr. Turpen said that the Airport Land Use Commission voted unanimously to relocate the runways, subject to approval of their respective City Councils. He expects a response from them in the next month or so.

Mr. Turpen said that the Airport would be pleased to examine this alternative if asked but a recommendation at this point would be premature. He felt it important to the communities to voice their opinions on how their concerns should be addressed. The Airport would be prepared to do a study at that point. He said that the issues of the Bay environment and noise impact as well as the interests of all parties must be balanced.

\* \* \*

K. ADJOURNMENT TO GO INTO CLOSED SESSION:

There being no further calendared business before the Commission the meeting adjourned at 10:05 AM to go into closed session.

  
Jean Caramatti  
Commission Secretary



3632 25th Street  
San Francisco, CA 94110  
October 31, 1988

Airports Commission  
P.O. Box 8097  
San Francisco International Airport  
San Francisco, CA 94128

Dear Commissioners:

I am writing to you regarding Item F(2) on the calendar for your meeting of November 1, 1988. I ask that my letter be made part of any proceedings or hearings regarding the item.

I am a homeowner in the southern part of San Francisco and have been increasingly frustrated by the dramatic increase in overflying aircraft noise in my neighborhood during the past several years. I oppose the applications of Braniff, Evergreen, and Flying Tiger Airlines for a variance from the provisions of the SFIA Noise Abatement Regulation.

I am aware of the factors listed in Section F(2) of the Noise Abatement Regulation that are considered relevant in deciding whether a variance is in the public interest. With these factors in mind, I believe that granting these three airlines' applications for variances will not be in the public interest for the following reasons:

1. SFIA and the surrounding community will be adversely affected by continued noise if the variances are granted;
2. It is not fair to other aircraft operators who are in compliance with the regulation to grant the variances;
3. Granting the variances will provide a bad precedent for other operators seeking to avoid the reasonable timetable set forth in the regulation;
4. On an industry-wide basis, compliance with the regulation is both economically and technologically feasible;
5. According to the regulation's Statement of Basis and Purpose, SFIA still is not in compliance with California's noise law, and granting the variances therefore will make compliance more difficult.

The Statement of Basis and Purpose recognizes that, especially in view of the far more stringent measures enacted at some major airports in this country, the timetable for conversion of operations at SFIA is "entirely reasonable." (Statement, page 26.) Homeowners such as myself who have been, and still are, adversely affected by aircraft noise have been asked, in effect, to accept the regulation's timetable as a compromise and to live with the noise. We have lived with intrusive noise and, I can assure you, we continue to do so. Braniff, Evergreen, and Flying Tiger likewise should be expected to effectively "live up to their end of the bargain" and comply with the timetable.

Sincerely,

*Christopher H. Hall*  
Christopher H. Hall





# **SAN FRANCISCO AIRPORTS COMMISSION**



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## **MINUTES**

DECEMBER 6, 1988

### **ART AGNOS, MAYOR COMMISSIONERS**

**MORRIS BERNSTEIN**

President

**DR. Z. L. GOOSBY**

Vice President

**DONALD R. STEPHENS**

**SHARON B. DUVALL**

**PATRICK A. MURPHY**

**LOUIS A. TURPEN**

Director of Airports

**San Francisco International Airport**

**San Francisco, California 94128**



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of the Minutes  
Airports Commission

December 6, 1988

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Minutes  
of the  
Airports Commission Meeting

December 6, 1988

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:00 A.M. in Room 282, City Hall, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present:	Morris Bernstein, President
	Z. L. Goosby, Vice President
	Donald R. Stephens
	Sharon B. Duvall
	Patrick A. Murphy

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the following regular meetings were adopted by order of the Commission President:

No. 88-0204	October 4, 1988
No. 88-0205	November 1, 1988

\* \* \*

D. ANNOUNCEMENT BY SECRETARY:

In accordance with Section 54957.1 of the Brown Act, Jean Caramatti, Commission Secretary announced unanimous adoption of resolution nos. 88-0201, 88-0202 and 88-0203 regarding settlements of litigated claims at the closed session of November 1, 1988

\* \* \*

E. ITEMS INITIATED BY COMMISSIONERS:

Commissioner Goosby asked Mr. Turpen if the Master Plan hearing has been held in San Francisco.

Mr. Turpen responded that the meeting has been scheduled for late this month.

Commissioner Goosby asked if any sessions would be held with businesses





involved in the ground transportation aspect of the Airport subsequent to this hearing and prior to returning to the Commission.

Mr. Turpen said that when this series of public meetings is concluded staff will return to the Commission with a reaction to Working Paper 'B'. Staff will then proceed with the next working paper, which will be ready in the Spring. After that paper is published and sent to approximately 300 businesses and entities, another series of public meetings will be held. He said that the Airport is two working papers away from a completed master plan. The last meeting will be in conjunction with an EIR.

Commissioner Goosby said that there is not a great deal of detail in Working Paper 'B'. He asked if the proposal to relocate the runways will be mentioned as a projection in the master plan.

Mr. Turpen responded that the proposed relocation of the runways will not be included. He explained that the decision was made to divide this process into four distinct steps and then share the results of each step with the public. This process would avoid the impression that the Airport was taking a leap from a cold start to a completed product and questions would not be posed as to the foundation of the plan.

Mr. Turpen explained that the runway modification suggestion resulted from a public review of this document. The question was asked if modifying the runways would help mitigate noise. He said that his response to that question was that the Commission would be pleased to look at that possibility if the communities on the Peninsula, which were involved in this portion of the review, wished. Those communities are taking a vote on December 8 to request the Commission to study such a proposal.

Mr. Turpen explained that as the master plan process was scheduled to conclude in July he did not believe that this study could be included. He assumed that the runway modification would be another phase or an addendum to this effort if it moved forward.

Commissioner Goosby felt that staff's idea of the cargo facility was excellent and far reaching. He felt that the master plan should at least refer to goals that the Commission may want to achieve.

Mr. Turpen said that the first step is a forecast of plans, the second is the conceptual development and the third will address specific developments and should be the most productive for everyone.

\* \* \*

#### F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item No. 1 was unanimously adopted as amended. The following is a verbatim transcript of the discussion.

##### 1. Proposed Increase in Ground Transportation Fee

No. 88-0205

Resolution authorizing an increase in the ground transportation fee to \$1.00 per trip for commercial and courtesy vehicles.

Mr. Turpen: Very simply, the Airports Commission is well aware of the subject matter of this agenda item. A public hearing was held on October 4. After that, on October 28, staff held a meeting with ground transportation operators concerning the staff proposal for a



full cost recovery for ground transportation which would amount to \$1.00 per vehicle trip passing the International Terminal. That proposal is before you now. I know there are a number of persons who are interested in further sharing their views with the Commission in addition to those which the Commission received on October 4. At this time I would suggest that we hear from those interested members of the public and go from there.

Commissioner Bernstein: There are quite a few and may I ask that in the interest of time that we try to be as brief as possible. Where the item has been gone over and over again that there be as little repetition as possible. Senator Foran, would you like to lead off? We would like to invoke a three (3) minute limit.

John Foran: Thank you Mr. Chairman. My name is John Foran and I'm with Nossaman, Guthner, Knox and Elliott law firm representing the Parking Company of America. I will adhere to your admonition and stay within the three minutes.

I forwarded a letter to all members of the Commission as well as the Chairman, himself, as to why we object to the increase. Parking Company of America is a satellite parking facility about two (2) miles from the Airport. We object to this on the grounds that the computation of costs contained within the fee is disproportionate, certainly to the useage of Parking Company of America, as is outlined in this letter. I have additional copies. If they are not available I can make those available to you too.

Essentially our position is this. The satellite is about two miles away from the Airport. The vans come to the Airport. They only go to the upper level, they only are allowed to stop momentarily at the blue and white zone...and I understand there's an amendment proposed late for the restrictions on that particular zone. They are not allowed to unload the passenger, bring the baggage into the inner zone or into the terminal facility itself. They are more comparable to a individual private vehicle stopping to drop off a passenger, except that a private vehicle literally can go to the specific airline that the passenger is going to use. This is not possible insofar as the courtesy vans are concerned. I'm particularly making a distinction as to courtesy vans and other types of vans. I think the distinction, first of all is recognized at the present time and it is not recognized in the proposed fee that is before the Commission at this time. There is a 25¢ fee for courtesy vehicles, and a 35¢ fee at the present time for commercial vehicles. So there is, presently, distinction recognized as between courtesy vehicles and commercial vehicles.

The van uses such a limited aspect of the facilities. Nothing inside. As a matter of fact, at one time the courtesy vans did have the ability to have their telephone number listed in the white courtesy phones in the airport. This is no longer the fact and therefore they make no use of facilities, whether they be utilities, whether they be any other types of things. They are, again, only limited to the outer terminal loop roadway.

In the exhibits, in the letters I forwarded to the Commissioners I have indicated that the allocation is generally to commercial and courtesy vans altogether for approximately \$1,024,907. To allocate this type of cost, which is contained in Exhibit 'B' of the letter I forwarded to the Commission...operations, debt service, utilities, administration, all of these things, for a van which simply makes one single stop. Cannot wait. In fact, as I understand the proposal



that is before the Commission in a later item of the agenda, it specifically says that those vans cannot wait even for a passenger who is coming in on the lower level to come upstairs to their vehicles. They can't even wait for that person. They have to immediately drop off their passenger, or if there is a passenger waiting at the blue and white zone, pick that passenger up and then take off. They cannot even stay around to wait for a passenger to come up from the lower level.

So, based upon the distinction that we have set forth in further detail in the material that I've forwarded to the Commissioners and the exhibits that I've set forward there, we strenuously object to this particular increase. The fee actually should be nominal, if one at all, because we believe that the courtesy vans provide a service to the passenger, a convenience to the airline passenger which is generally designed to relieve congestion, which I understand is a basic policy of the Airports Commission.

That's essentially the argument that we have before you. I presented the other material in writing. If there are any questions I'd be happy to answer them.

Commissioner Bernstein: Thank you. Mr. Bill Lauter of the Hertz Company.

Mr. Bill Lawder: I'm Bill Lauter, Director of Airport Concessions for the Hertz Corporation in the Western United States.

Hertz submitted its comments in writing to the Commission and Airport staff on November 14 and I won't bore you by going through that stuff again. I would like to summarize that Hertz favors the ground transportation access proposed by Airport staff particularly because it purports to fully recover costs of facilities used by off-Airport rent-a-car vehicles. To the extent that the present fee does not recover those costs, on-Airport concessionaires and tenants are now subsidizing those off-Airport vehicles.

Where we part company with staff's recommendation is that Hertz believes that this Airports Commission should give serious consideration to charging off-Airport rent-a-cars a percentage of gross receipts fees. Some 40 odd airports over the last several years have enacted ordinances or resolutions, whatever, which charge off-airport rent-a-cars a percentage of gross revenues. Virtually every court test to date of that has been held in favor of the airport's right and perhaps obligation to charge that off-airport industry based on the benefits they received from access to the airport which is not...(unintelligible)...somewhere from the access that the on-airport rent-a-car companies have because at your request we bus as do the off-airport rent-a-car companies.

That's Hertz position and we'd be happy to answer any questions.

Commissioner Bernstein: Mr. Dave Milton, Flat Rate Rent-A-Car.

Mr. Milton: Thank you, Mr. President and Commissioners. I'm Dave Milton of Flat Rate Rent-A-Car and we're here to object to the rate increase on many levels, but what I'd like to speak about is the main impetus for the original regulations that went into force about two years ago. The Commission, at that time, stated that Airport congestion was the primary concern and that this fee would eliminate





that congestion. Our contention is that the congestion has not been eliminated at all by the initial fee and increasing it to \$1.00 certainly isn't going to help reduce any more congestion.

I'm sure my other colleagues that will be speaking will speak on other points, but that's the point I'd like to make...congestion is not eliminated by these fees and we just think that they're unfair.

Commissioner Stephens: I'd like to ask you one question. Why do you not think it would be fair for you to be paying a charge based on revenue, as the on-airport car rental dealers are doing.

Mr. Milton: Well, our feeling is pretty strong that the on-airport operators obviously have a competitive advantage being on the Airport. They have a captive audience, to a certain extent. We can offer competitive prices off Airport to give the traveler a choice, generally at substantially lower rates. We feel that a gross receipts tax, if you will, violates anti-trust for one thing. Our contention from a legal standpoint is that it could very well be unconstitutional and that it is a restraint of interstate commerce. I'm not an expert on constitutional law. We have an attorney that I'm sure will address that, but that's our basic contention.

Commissioner Stephens: Thank you.

Commissioner Bernstein: Mr. Martin Kantoff of the Hotel Association.

Mr. Kantoff: Good morning. I'm Martin Kantoff. I'm an outside consultant to the Hotel Association of San Mateo. The Airport proudly proclaims that 30-million people a year travel through the Airport, not including those who come to see people off or to greet people arriving. Very justifiably so they are proud of that record and yet we're concerned with congestion. I believe that is the main issue that we are concerned with. Airports generate two things, and we're all aware of that. One is noise problems and the other one is congestion. I would like to suggest that the courtesy vehicles provide a service to the Airport and we should be working together in a spirit of cooperation to reduce that congestion. The raising of fees or fines or loops or headings, no matter what definition you want to give them, will create congestion, it will not eliminate congestion. And that may seem strange but I think some of the definitions have created problems. The Airport calls each trip a heading. We understood a trip to mean one trip to the Airport. We now understand that everytime we go before the International building that is considered a trip. Which means when we go to the Airport to drop someone off upstairs and then circle around to pick up someone downstairs, that is two headings. So we're not talking about 25¢ a trip we're talking about 50¢ a trip, depending on definition. This has created problems. Quite frankly I admit that many of our members misunderstood that and reported 25¢ when they should have been reporting 50¢.

With the advent of the transponders going onto the vehicles a more accurate accounting will be available both to the Airport and to the membership. At this point you don't know how much money will be generated. We don't know how much money will be generated. The transponders are yet to be placed on board the vehicles. I think a reasonable amount of time should pass with the transponders in place before you can determine how much revenue is coming in. That's one issue.



Another issue, unfortunately, this whole situation has been set up in an adversarial condition. I would recommend that a committee be set up between the ground operators and the Airport to work out these problems in advance in a spirit of cooperation rather than one in an adversarial position where the Airport tries to inflict rules on the operators and the operators fight the Airport. No one knows better what's happening at the Airport as far as ground congestion than the operators themselves. They can make, I believe, good recommendations to the Airport staff on how to alleviate congestion.

Another concern that we have is a new application for permit has just been sent to the membership. It refers to rules and regulations. How can we possibly sign an application for permit which refers to rules and regulations before the rules and regulations are put into effect and voted upon by this body. Obviously our membership has declined to sign the applications for permits until we know what the rules and regulations are. And I understand this throws off your time schedule, which we apologize for, but it would be like asking us to sign a blank check and you'll fill in the amount later on. So that's why a lot of the permits have not been filed as yet.

Thirty-million people a year passing through this Airport boils down to a little better than 85,000 a day going back and forth through the Airport. There is nobody that I know of who ever left one destination to go to another destination whose left from an airport. They leave from their homes, they leave from their office, they leave from their hotel. Obviously there's got to be a way to move those people from those points to the Airport and then again from the Airport back to their final destination. We admit that we are possibly a cause of some part of the congestion. We are willing to work out a program with the Airport to try to relieve that. Another portion of the congestion is the airline scheduling. There are less planes landing and taking off at the Airport now than there were several years ago, however, now they're wide-body planes where you have a greater amount of people getting off and on at the same time. Obviously this creates congestion.

I made a suggestion to staff at the Airport three or four weeks ago which I felt would address both the issues of raising revenues and reducing congestion. As far as I know, because of Mr. Turpen's travel plans, those recommendations were never brought to his attention. I do have copies of that proposal here with me and I would like to at least submit them to the Commission for your review. (See Attachment I) Basically what this is a two-tiered pricing system. With the transponders in place I believe you'll find that you'll be able to monitor traffic alot better now than you ever were in the past. And what I'm suggesting is this...and if you'll look at the second page I think it will give you an idea of what I'm talking about. We're looking at peak travel periods and off-peak travel periods. What we're suggesting is that each hotel that operates a courtesy van be restricted to that amount of trips to the Airport and for that they pay the 25¢ fee which they are presently paying. If they violate that and they go beyond that amount they should be penalized and they should be penalized by raising that fare within that group hour to 50¢. That would prohibit the hotels, or anybody else for that matter, from exceeding the amount of trips that we feel is fair to give a quality level of service to the traveling public.

I'm sorry, I prepared for this for about three weeks and I'm a little nervous.

I would like to answer any questions regarding this that you possibly may have. I feel that it's a good compromise but I would like to



state again that I would like to see a committee formed between the Airport and some members of the ground access people to be able to work out these problems well in advance so that it never reaches the stage of frustration that you see today. Thank you very much.

Commissioner Goosby: The members of your association, have they ever contemplated pooling their van service or does each hotel have its own courtesy van?

Mr. Kantoff: At this time each one has their own courtesy vans and quite frankly that opens up a can of worms. We have considered and we have discussed putting together a bus line that would service all of the hotels and although on the surface that sounds like a solution it created more busses, more problems because of the locations of the hotels...how often would they be served. As you know, now you have a hotel on Airport property, which quite frankly sets up a competitive situation. Many of the hotels feel that they have to keep up with that competition by sending their vans as often as they can in order to compete with the Hilton Hotel, who is one of our members. And we recognize that nothing can be done about that situation, nor are we recommending that anything be done about it. But a private bus line, or one that services all of the hotels, has been considered. At this time it has been rejected because it would not serve the purpose of reducing congestion.

Commissioner Bernstein: Thank you. Mr. Bill Hurtado of the Good Neighbors organization.

Mr. Hurtado: I have been a driver for ground transportation now since 1986, the very first of 1986, and there was traffic congestion at that time at the Airport. A fee was raised at that time and it was stated that this fee would help reduce traffic congestion at the Airport. Apparently that wasn't the case. Now, another proposal for a rate increase has been made and I don't believe that it's going to reduce traffic. The traffic congestion happens because of the Airport Police not allowing on many occasions for the van services to pull into the pick up zones. When there are passengers coming out of the terminals the passengers aren't physically at the pick up point so the vans aren't allowed to pull up. The Airport Police blows their whistle...continue to go around. In that case they have to go around. You have many van services up there and if these vans have to go back around you're going back into the traffic. You have private sector people dropping off friends and relatives who are coming into the Airport and you have a big file of vans coming back around again. A rate increase, I don't believe is going to reduce the traffic. Some kind of proposal for allowing the vans moments, three to five minutes to actually sit at the terminals for these passengers to come out. Once the vans are loaded the vans are out of the Airport and that in itself will reduce traffic. I don't believe a fare increase is going to alleviate the traffic congestion. There are a lot of vans out there, there are a lot of passengers every day, but there again, if the vans have to continue to circle until there are passengers, that in itself creates some traffic problems.

Another thing, adding the gate charge for the van services is going to put a heavy burden on the smaller companies who operate at a very small or no profit margin at times. That's going to hurt a lot of passengers that rely on Good Neighbors, especially. We have a lot of people that call us from the Airport and want to use our service but because they aren't physically at the terminal yet and we have to go





around, other services solicit and take those people away from us. We lose a fair amount of business because of that. If we were allowed to stay there and wait for our passengers and not have to keep going around, that in itself would help eliminate a lot of the traffic congestion. Thank you.

Commissioner Bernstein: Mr. Brian Luterman, National Car Rental.

Mr. Luterman: Good morning, Commissioners, my name is Brian Luterman, senior attorney for National Car Rental and we are an on-Airport concessionaire at SFO. I'm here this morning to speak in favor of the proposal put forth by Director Turpen and his staff. As Hertz has pointed out this is a relatively minor...(tape was changed at this point)...

...and we think that the structure of this proposal is an especially logical one for this airport given the congestion problems that exist here, and, it meets a particular concern from National's standpoint and that is the ability to get our buses through the traffic and pick up our customers. That's a problem now as we all know. So, for those reasons we strongly support the resolution that's before you. Thank you.

Commissioner Bernstein: Ms. Janine Reisbig.

Ms. Reisbig: My name is Janine Reisbig and I'm in charge of Sales and Marketing for Good Neighbors Airport Shuttle and I'm going to speak on Item F1, the fee hike. I've been in the ground transportation business for a couple of years. I was a SuperShuttle driver, then I was a Good Neighbors driver and now I'm in Sales and Marketing for Good Neighbors. As you all know we've recently gone from being the "neighborhood shuttle service", operating west of Divisadero, to service all over town. In my travels as Sales and Marketing person I've talked to hundreds of travel agencies, visited a lot of hotels and I've found many, many, many loyal Good Neighbor customers all over town, both downtown, even in Herb Caen's office. His office assistant loves Good Neighbors and takes us all the time. We operate on a shoe string. Any fee hike threatens our existence and could deprive literally thousands of San Franciscans from their choice of shuttle bus services.

As to the fee hike reducing traffic congestion, one of our drivers has already spoken to that. We are forced to go around many, many times. Often we can see our potential customers coming out of the terminals but they can't run fast enough with their luggage to come and get us and so they think that we're ignoring them or something like that and then they get snatched up by other companies.

My proposal is that the Airport Commission to reduce traffic congestion at the Airport, much of the congestion is provided by private operators...operators of private cars who are dropping off their friends. My proposal is that the Airport Commission should fund a postcard mailing to all San Francisco residents advising them of ways to get to the Airport other than driving their private car because these shuttles can carry seven people. Therefore, you can reduce the number of private cars carrying one individual by using the shuttles. This would reduce traffic congestion going to the Airport.

Also, if we had a decent pick up plan worked out with the Airport





Commission that would allow us, as Bill says, to wait three minutes at each stop for people so that they can get a chance to see us and come and approach us, then we wouldn't have to make so many loops. Thank you, very much.

Commissioner Bernstein: Willie Billingsly, Airport Passenger, Inc.

Mr. Billingsly: Yes, Mr. Chairman, my name is Willie Billingsly from Airport Passenger, Inc. in Stockton and the reason we object to this ...I guess we're one of the furthest carriers and we service most of the airports in Northern California and naturally with this increase, we are already paying one increase already to the Airport Commission and this would create another financial burden on the carrier. We have to take into consideration a number of things. The distance that we travel, and naturally when you increase a financial burden then that financial burden has to be passed on to someone. Naturally we don't have anyone to pass it on to except the customers. We were talking about the congestion at the Airport and this is something that we're trying to eliminate. Fortunately, we've been working with a number of the travel agencies throughout the valley and there's so much that the companies can bear and at times when you get to the peak of a financial situation then you have to do something different. So, naturally we would object to this because of the distance that we have to travel and we have to take everything under consideration, including the bridge crossing each time, and this sort of thing. And, one of the previous speakers spoke about what some of the other airports are doing. I have done extensive traveling in the last few years and being in the business I make it my business to contact the other shuttle carriers at the airport just to find out what they are doing and I have not found as many restrictions in some of the other airports as we have at the San Francisco Airport. So this is one of the reasons that we are objecting to this because it would create a financial burden on a lot of the carriers that are in the outlying areas. Thank you.

Commissioner Murphy: Excuse me, I have a question. How many trips a day do you make to the Airport?

Mr. Billingsly: Approximately...sometimes this could even run into four or five trips a day.

Commissioner Murphy: Is that your average or is that your maximum?

Mr. Billingsly: That would be the maximum.

Commissioner Murphy: What would your average be?

Mr. Billingsly: The average would be three trips per day.

Commissioner Bernstein: Ms. Grace Hughes, Marin Airporter.

Ms. Hughes: Good morning Commissioners. I'm here today to appear to speak to the proposal for an increase of operator permit fees. We're aware of the need for cooperative responsibility but feel the



proposal, as it has been presented to you, would really impose an unreasonable financial burden on the operations of Marin Airporter, specifically. It would create an unreasonable fee increase on Marin Airporter specifically and really all the ground transportation operators in general.

There are a number of issues regarding the computation of fees that concern us. For example, the roadway use, private auto allocated cost, and the underlying philosophy of ground transportation support. However, without belaboring those points, they really deserve a much more extended dialogue. I would like to propose a plan that I feel could address the question before us.

It is my understanding that the AVI program is about to be launched and indicates a real possibility that revenues to the Airport will be increased with the initiation of improved monitoring and collection methods. I would ask that the imposition of any new fees be tabled for at least 90 days after the start of the AVI system and the results of the program then be evaluated as to the level of increase, if any, that might be negotiated.

The staff has indicated in their presentation that you are concerned with another delay. I would ask that you consider that a delay of 90 days would, in the long run, be beneficial to working out an equitable as well as less confrontational agreement with the possibility of substantial information being made available to all concerned. I would also ask you, Commissioners, to consider the fact that scheduled ground transportation services really do work to reduce Airport congestion in general, and certainly curb access in particular. In our case we carry over 300,000 passengers a year and that cooperation both in policy planning and financial assessment must be, and I assume you would agree, must be fair and mutually supportive. Thank you very much.

Commissioner Murphy: May I ask a question? What is the size of your vehicle.

Ms. Hughes: They are 47 passenger vehicles.

Commissioner Bernstein: Thank You. Mr. Andy DePaule, Good Neighbors Airport Shuttle.

Mr. DePaule: Thank you for letting me speak today. I have a couple of questions. Many things have been brought up at this meeting today which I had wanted to address but there is no need to keep addressing the same items. Particularly, I think the fees should be held off until the automatic counting process has been in effect for a period of time so we can see how many vehicle trips there actually are at the Airport.

One problem I have with this is the new permit that we've been asked to sign. The problem I have with this is we have to apparently sign this permit before we can get these counting devices on the vans. I'm more than willing to have the device put on my vehicles but I'm not so willing to sign this permit which takes away a number of my rights...I believe constitutional rights. There's an item in there where my business, if I should drop dead right now, cannot be passed on to anybody in my family. The permit expires with me. Now, that's not the way I understand normal businesses. I doubt if any Commission members who had their own business would want to operate under this permit and some of the restrictions in it.



There's another problem in that there's a request that we recognize that the Airport is private property. Now, I understand...I know Mr. Turpen's view as that...I admire him, he does a good job there. I don't happen to think that the Airport is private property. The Supreme Court has gone both ways on it. I'm not a lawyer so I can't judge. But, to my view, private property is when you shut a roadway down for 24 hours once a year...you then have a private roadway. The fact that you just name it a private roadway and don't fill out the minimum requirements does not make it private. If a person were to go to the Airport, stand in the terminal and undress themselves they wouldn't be arrested for being naked in private, right? It would be in public. It's a public place.

Mr. Turpen: Unless you did it on the roadway.

Mr. DePaule: If you did it on the roadway would it be a private undressing? No.

There's another problem. You have to dress at least as well as a taxi driver. I don't know what that is. I don't know if the new Commission is aware but you can lose your permit for not coming up to these standards.

Vulgar language. The Supreme Court can't decide what vulgar language is. Mr. Turpen is allowed to. Now, I would probably agree with him on what vulgar language is but I still don't think that he, individually, should have that right especially to throw me out of the Airport because anybody who represents me may use what he or any other Airport official terms to be vulgar language.

I wonder if we could go ahead and have the counting devices put on, hold up the signing of this permit until accurate counts are given. Also, we've asked for an accounting from the Airport to justify that the cost of that they say we are imparting on the Airport by our operations there is, in actual fact, a cost because what we have gotten is essentially a breakdown of cost but it doesn't give an itemized list. There's items in the cost such as building maintenance. We use no buildings at the Airport other than the three out houses in the parking lot. There are a lot of little things like that and I just think the thing needs a lot more time. I'm not opposed to paying a fee that's fair but I don't think a \$1.00 is fair and I think that if the accounting were properly opened up to public scrutiny I think we would find that there's not the kind of cost related.

There was one other thing that may be slipping my mind.

Commissioner Bernstein: Take your time. I think you should have unlimited time.

Mr. DePaule: I do feel that signing the permit is a form of coercion. We are being forced to sign this because if we don't sign it we simply do not operate after January 1. So that means we either sign away these rights that, without being a lawyer I feel I shouldn't be signing it away as a citizen.

Commissioner Goosby: Haven't you signed permits before this?





Mr. DePaule: Under the same circumstance, yes. When I started operating at the Airport we paid \$300.00 a year, a bargain, I'll admit, for the right to operate. I went upstairs, I was sent to Mr. Ed Lanzilla. He wrote a note that nobody could read that essentially said give this man a sticker. I went downstairs to a lady named Eunice who has a big sign in her office that says you've got to smoke there. She issued me permits. Then, the new plan came in, which Mr. Stephens voted the 35¢ on. We had no choice. It was either sign or don't operate.

Commissioner Goosby: But you signed it, right?

Mr. DePaule: Isn't that being forced to sign? We didn't get to sit down with anybody and hack out what the agreement was. We just agreed to the Airport's terms. This is the same thing again and it's taking more steps in the same direction of taking away rights that we have. That's what worries me.

The only thing is there's a time limit on this. This is my last thing. We need to get our counting device between the 2nd and the 16th of December, according to the time schedule. So that means that I have to have this signed and at the Airport by the 16th and all my vehicles tagged by then. If I don't agree to it by the 16th, which is only a few days away, then I have to wait until after January 1 and an appointment period to get this done so that means that I could be put out of operation, as I understand it, until I agree to sign this, if I don't agree to sign it before the 16th. And it really hasn't gone back and forth nearly enough.

Commissioner Bernstein: Thank you. The only problem is that I think Mr. Turpen is liable to take you seriously. Thank you very much for being here. Mr. Richard Pohl of the Good Neighbors Shuttle.

Mr. Pohl: One of the costs cited in the reasons for the increased fee is the cost of the Airport Police who, from my position as a driver, their main function appears to be to force us to go around and around more times at the Airport and pay more fees. There is some purpose to what they're doing, that's for sure, but they definitely mainly seem to be there to make us go around more and pay more fees for circling.

Also, I think that the fees that we have been paying...I think it's unbelievable that the map's down...in the Airport there's these guides that say how to get anywhere in the Bay Area on public transportation and nowhere on those guides are the shuttle vans listed. Nowhere in the Airport except in a sort of obscure way that says pre-arranged transport, or something like that. Pre-arranged transit, and little arrows maybe. Maybe a couple of those now but basically we're paying all these fees to the Airport and as far as I can see the Airport is not showing or telling anyone where to come and find our services, and that seems to be fairly odd considering the amount of money that we're paying to the Airport.

Commissioner Bernstein: Thank you. Mr. David Birenbaum of the Ground Transportation Association. You're the attorney for them?

Mr. Birenbaum: Yes. Commissioners this is a newly formed group consisting of a number of kinds of operators. We discussed a number



of things today. I won't recover the area. The basic things that have been discussed are traffic, the contents of the application and cost. There is one thing that, for some reason, hasn't been discussed. I'm not sure if it's even within the purview of the personnel at the Airport.

I think we owe it to the people who are there, who are operating these transportation facilities, we owe it to them to study the financial impact this move would have on them, whether it would cause them to go out of business or not. Some of these clients, some of my clients have been in operation for at least 28 to 30 years. I dare say at that time some of the present Airport Administration staff probably were in their mid-teens, 15 or 16 year old people at the time my clients were forging their way over dusty roads. Twenty-five years the Airport was torn up. We all remember that. That caused incredible traffic problems. Several of my clients were bringing their vehicles in at that time and providing transportation. They grew with the Airport. These are not people who are here trying not to pay their way. They have built a business. Their families depend on it, there are numbers of employees who would be put out of work if they go out of business. Nowhere has the Airport, in my awareness, studied the financial impact on the people who are there doing business now. Will they be permitted to stay in business? What does it mean for them to have to raise their fees to come close to the big five? For example, I represent a number of car rental agencies. They are on the Airport. They pay large fees, they enjoy many privileges for those large fees. As we get closer, as we have to raise our rates, what will that do to competition? Will it force my clients, many of them, out of business? The present Airport staff cannot tell you that for they simply haven't studied it.

I would like to think that efficiency is one goal of democracy. That's only one. The most efficient forms of government are absolute dictatorships. We hope we don't have that. Another goal of a democracy, really, is to see to it that everyone benefits equally, properly and justly. And I would request that a study be made in addition to traffic, in addition to efficiency, a study be made on the financial impact on people who have families they're supporting, who've been in business for nearly 30 years, many of them, put all that into the hopper, mix that together and then come up with a plan.

Twenty-five years the public stayed away from the Airport because there were horror stories. Those of us who remember the early days when they started the major reconstruction in the late 40's you couldn't get into the Airport at times. It wasn't the fault of ground transportation operation. It was the fault of the Airport. The present plans still haven't been completed according to the Airport master plan. There's going to be more construction. They're many reasons for delays. That's only one factor. I would just earnestly request study the financial impact on the people who are there as well as traffic, as well as the contents of the application, as well as cost and not just try to do something because it sounds good. This has not been studied. This has not been properly studied. Thank you.

Commissioner Bernstein: Just a minute Mr. Birenbaum. Are there any questions?

Commissioner Murphy: Yes, I have a question. Mr. Birenbaum, are you suggesting that for some users it might be appropriate to charge a percentage of gross revenue as a user fee rather than a fixed fee.



Mr. Birenbaum: No. I am not sure, Mr. Commissioner, I'm not sure. I don't have the answers because like the present Airport staff, I haven't studied it either. I think that if it were studied properly maybe some kind of, I don't know. I feel something undoubtedly can...well, first of all, I'm not sure about the need. I'm not sure the need has been established financially. I have seen varying figures. I have read the Airport's financial statements for the last five, seven years. I have read traffic studies, such as they are, such as the traffic studies have been. I'm not sure what the need is. I'm not sure, for example, the Airport Administration can't tell you now what basis they're really using to fairly allocate this cost. The answer I have gotten or I've heard at meetings is we're using the same system we use to charge airplanes. Every time there's a landing we charge a fee. Something on that nature. That isn't necessarily fair. The vehicles that travel these roadways are of differing weights. They have different passenger loads. There has never been one study, not one technical study in this area. The Airport has provided no figures, despite the fact that my clients have asked numbers of times. I don't know the answer to your question. I'm not suggesting it at all. All I know is the entire thing should be studied. In the past I have reviewed numbers of studies that have cost the Airport a fortune. I have reviewed traffic studies, airplane transportation studies, very few of these were ever used. They cost the Airport a lot of money. One study that should be done is a study, an authoritative work on the impact on the businesses that have existed at the Airport for a number of years that have provided a valuable service to the Airport. Ten years ago my clients were desperately needed. Now they may not be needed so much but they provide a very valuable service. So the answer is I don't know until it's studied and I can't recommend that because I just don't know. But I don't think the Airport does either.

Commissioner Bernstein: Mr. Birnbaum, you've made some very compelling arguments but I must correct one or two things. You give the impression that we go willy nilly, how do we make more money? And that isn't necessarily so. I've been on this Commission a long time and some fellow Commissioners here who've been with me and we've never acted precipitously. Studies have been made constantly and one of the reasons that we make studies constantly is that we find it very difficult getting the truth. I've often thought that there ought to be a sign somewhere along the line that reads, "San Francisco Airport, where the truth is unknown."

The Commissions I've been on in this City and particularly on this Commission, the last ten or twelve years, have always been considerate of those people that use the Airport and need it for a living and I wouldn't want that impression to go forward that we don't care. We've been in constant consultation as to how to do this thing and want to do what's right. Authoritative. I don't think there's an authoritative study on any airport in the world. There are studies but how authoritative in the context that you mean it, I don't know. But we are trying. But if you want us to give you the truth we can only give you the truth based upon the truth that we get. I'm putting this as bluntly as I can.

Mr. Birenbaum: With all due respect, Mr. Chairman, my comments were not meant to...

Commissioner Bernstein: And I don't have too much of a reputation for hiding things.





Mr. Birenbaum: My comments were not meant, not even inferentially, to suggest that this Commission has displayed any kind of callousness towards the people that are there. I don't even think the Airport Administration is callous. I think the driving goal of the Administration of the Airport is efficiency, for which we used to give awards. I'm just saying I don't think...the Commission has been extremely considerate in the past, extraordinarily so.

Commissioner Bernstein: I know, but I wouldn't want the inference to go forward about either this Commission or the employees. We've built \$500-million of construction. It was a big, big business and there hasn't been one scandal in this Airport in 15 years. What there was 40 years ago I don't know. I used it 40 years ago, too. I know what you're referring to. But I don't think that there should be an inference that we don't care or that there's any other nonsense connected with it. I resent that very much.

Mr. Birenbaum: Such an inference wasn't meant Mr. Chairman. So...

Commissioner Bernstein: Staff makes studies all the time and for my \$100 a month I put in enough time.

Mr. Birenbaum: Mr. Chairman, the inference wasn't meant. It's just that I have asked...there have been, to my knowledge, no studies at all made of the financial impact of this move on the existing businesses. That's all. I'm not saying this represents an indifference. I'm just simply saying that there has been no study made.

Commissioner Bernstein: Thank you very much, Mr. Birenbaum. The last speaker is Paul Grosz of the Yellow Airport Service.

Mr. Grosz: Good morning. I'd like to cover a couple of things that haven't been mentioned here. This grounds been covered over and over. I'm currently the Director of Yellow Airport Service which is a pretty large van transport operator at the Airport and I kind of see these things in the day-to-day fashion and I just wanted to let you know how I see this and what's going to happen when and if this goes in just from an operational standpoint.

First of all we're going to have to do less loops with each van. That's kind of obvious because it's going to cost more. So, we're either going to have to get more vans in order to continue to efficiently serve the public or, obviously if we don't buy them our competitors will buy more vans and one way or the other all of those people will get served, but by making us limit the loops my vans will leave with one person instead of with three, with four or with five, which is the first bad effect, which will financially force us to make the Airport more congested. We're all just going to have to buy more vans.

Commissioner Goosby: Why will you have to make...if you're going to leave with one person instead of three because of this you say, because you're going to try to make fewer loops.

Mr. Grosz: Unless we change our fare structure the loops will take





so much of the profit out that it will actually...the driver will have to leave with one because the amount he'll make if he only picks up the second passenger or doesn't pick up the second passenger on the second loop will actually make us be losing money if we don't leave with less passengers. But that's not going to cut down the 30-million people who are going to come in this year, it just means we're going to have more vans doing one loop at a time.

Now, there's a second problem there which also, I feel, hasn't been covered. I started out in the van business as a driver and I kind of still tend to see things that way. I know that leaving with one means I'm going to make less money. It means the same thing for every one of my drivers. Currently, the drivers that we have are as well dressed and as well mannered, in all honesty, as we can afford to pay and when the drivers begin to make less I just have a personal fear that what will happen is the general skill of my drivers and everyone else in this business will decrease because the pay level will have gone down. They will be looking for better jobs, the customers will get worse and ruder service, there will be more accidents, both for us and on Airport property and I really feel that...I obviously don't...it hasn't happened yet so I don't have the statistics in front of me but I am sure that what will happen is the Airport will just get tied up with more and more accidents. I'm kind of out of points here.

Commissioner Goosby: How much do you pay? Do you know what your company now pays?

Mr. Grosz: I know precisely what we pay, sir. We balance minimum wage against commission. Drivers who make minimum wage do not last with us more than a few weeks. I would say as an average our drivers are taking down, for an eight hour shift, they're making about \$75.00 for a par-for-the-course driver, which is well above minimum wage.

Commissioner Goosby: No, I mean how much do you pay in your 35¢ charge for passing, how much do you pay in a month?

Mr. Grosz: I would say it's between \$2000 and \$2500. It really depends on the month. It can go as high as, I believe, \$2600 in one of the summer's busy months and can be considerably lower.

My last point...this has been mentioned...but I would just like to go on record as saying that I would feel really bad about being forced to sign a blank check, as well. If nothing else, the studies that have been bandied back and forth that have been made or haven't been made, the AVI is going on this month...this would be the perfect time to have a pertinent study to the situation so I would like to go on record as asking for 90 days to see what the figures entail.

Commissioner Goosby: We may make a decision today with some revisions which will clarify that and might make some of the things more palatable to the industry. But, if we make that decision you'll know what you're signing. If you have some...I think I have some concerns...there are parts of that permit that offer some...(tape was changed at this point)...

...let staff look at those to see if there could be some corrective language such as passing it onto your heirs or your parnter, whatever, I don't know. But I think that the Commission would look



at that sympathetically. I don't think that that should be an issue. I think signing the permit...you know you're going to have to sign the permit because we expect you to fulfill certain obligations and that's our way of you expressing it and you make a commitment that you're going to follow these rules and regulations so that we have a certain...I don't think that there's any serious argument between us on that. If there's one or two small items that have to be adjudicated I think the Commission will look at those.

Mr. Grosz: That's more than fair. In all honesty I don't know how all of these things work. I know how to run vans. I really came to speak for the drivers and also to ask for the 90 days, really briefly at the end, just to have time to figure out how I'm going to run my company when all this stuff changes because I'm just going to have to revise everything we do. I need the 90 days to stay in business. Thank you.

Commissioner Duvall: Excuse me, can you tell me what your average passenger per vehicle trip is today.

Mr. Grosz: I can estimate it but I certainly wouldn't want to swear in first. I would say we're probably right now running between 2.5 and 4. Again, this is seasonal and this is averaged out over say the course of the month.

Commissioner Duvall: Do you peak out at four? What's the capacity of your vehicles?

Mr. Grosz: No. Again, depending...I don't want to start dragging in all kinds of complicated things. I'm sure my business seems more complicated to me than it does to you. On a good day we're averaging six, on a bad day we're averaging one. We're averaging that. It's ballpark.

Commissioner Duvall: Okay, that's helpful. But, what's the capacity of your vehicles?

Mr. Grosz: We have seven and 10 passenger vehicles but we're moving mainly to seven passenger vehicles for economic reasons. Thank you.

Commissioner Bernstein: That's it. Any recommendations?

Mr. Turpen: I look to the Commission for any thoughts or questions the Commission might have for either me or the staff. Our recommendation has been before the Commission at the public hearing and, of course, the intervening period. I know the Commission has studied it and would look to the Commission for any views or thoughts you might have or any questions that you might want to direct to us prior to continuing this matter.

Commissioner Duvall: Well, I think one of the things that's very important for us to consider is the installation of the AVI and the importance of that information that not only the Airport staff but the Commission and probably, most importantly, the operators and particularly the management of the operators will learn as a result



of the compilation of data. I do think that we probably want to amend the staff's recommendation before we...

Mr. Turpen: You're talking about some type of delay or phase-in period or something.

Commissioner Duvall: I think we probably will.

Commissioner Stephens: I know I'd like to see a reduction in the amount the staff is asking for for the time being. I think overall what my feeling would be is that I'd like to see what happens with the AVI and see what kind of count we've been getting from the people, I guess doing it on a volunteer basis in the past. I'm very much inclined to have us look at moving to some kind of a revenue sharing basis for the off-site rental cars. I think that some very good cases were made in the things that were sent to us to show that we're really not getting...the Airport's not getting its share and the off-site rental cars are not really paying their share when you compare it to what the on-site rental cars are paying. On the other hand I think it ought to be something scaled down somewhat. I think there certainly is an advantage to having an on-site...of having the position that Hertz has versus the position that an Alamo has but I think that they're a little far apart.

I guess my suggestion would be that we move to either 60¢ or 70¢ on the per head heading charge sometime after the first of the year.

Commissioner Goosby: This three month moratorium that they speak to, maybe make it come or have the charges start in May, which would give you an opportunity to look at the electronic counting mechanism. So that in May...and to go along with the reduced charge which will cover their operations until the end of the year at which time we can go to the full \$1.00. I think I would agree with both of the observations of both Commissioners and I think that also to have those...I have been concerned, even two years ago when we first passed this. To have a double system of charges for those people to have courtesy vans versus those who make their living carrying people. Roughly half the applicants, half the companies who do this might be served by having a certain number of passes, or heads as you call them, free per month so that they would have or which would hopefully give those operators who are providing more of a service than a professional movement of people, give them some advantage in that they would have a certain number of passes that would be free...40, 50 or 60 per month. That would take the blunt or the edge off of the cost to them. Those are some of the comments that I would throw out.

Commissioner Stephens: That would help the small businesses.

Mr. Turpen: And before that, some type of flat, at least annual permit fee just to cover our administrative costs.

Commissioner Stephens: Right. The big ones, the SuperShuttles, would pay the same permit fee as the smallest one would and both of them would get the same number of free trips around the Airport so that SuperShuttle would get just as much for its money as the other one would but for the small operator it would represent a smaller portion of his costs.





Commissioner Goosby: And the cost per...but everybody pays a minimum per year registration fee, which I've heard suggestions of figures around \$25.00 but I think that for 60 free rides, maybe that should be \$35.00, \$40.00 or \$50.00 a minimum permit fee for everybody to pay. I think that can be looked at as you put the whole package together. \$25.00 seems to be very reasonable.

Commissioner Stephens: I also would like to see us, rather than establish a two-stage charge right now, or whether we go to 60¢ or 70¢ now is to make the move to either the 60¢ or 70¢, and I'm kind of open...I guess if it were mine I'd probably say 60¢ but I don't think I'd argue with 70¢...is to go with 60¢. I don't see a reason to wait until May but that's also not another major point with me. But not to have it go automatically to \$1.00, but if we're going to implement sometime after the first of the year I guess my preference would probably be to start it at the first of the year or shortly after that and then take a look at three things together. Take a look at increasing it to \$1.00, take a look at the results of the AVI when that gets in place and look into some kind of revenue sharing basis with the off-Airport contributors somewhere along the lines of what Stapleton's doing, which I think is at about...my understanding is that our own airport pays 10.

Mr. Turpen: Ten percent on Hertz.

Commissioner Stephens: Is that we maybe look at something in the six to seven and a half for the off-Airport so that it evidences to the off-Airport people that the on-Airport purveyors pay a higher percentage although both of them are paying a percentage of revenue.

Commissioner Goosby: So that they wouldn't be paying a per heading cost.

Commissioner Stephens: That would be in lieu of.

Commissioner Bernstein: We are at a continuing study of this thing, aren't we?

Mr. Turpen: Well, we've been studying ground transportation for as long as I've been there.

Commissioner Bernstein: Have we come to definite conclusions?

Mr. Turpen: From what the Commission has said let me offer a substantive thought. I just checked with Angela and she's indicated to me that \$25.00 would, in fact, cover our administrative costs of processing the permit. So, might I suggest the following...that all ground transportation persons would pay an annual permit fee of \$25.00. Secondly, that we continue with the current rate structure through, I think Dr. Goosby said May 1, at which time it would move to 70¢, it was suggested, on May 1.

Commission Stephens: Why are we waiting until May 1?



Mr. Turpen: I was just trying to capture some of the thinking of the Commission.

Commissioner Stephens: If we're going to do it, what's the theory?

Commissioner Murphy: For what it's worth, my view is that there is a decent argument that a number of witnesses have made that we want to see how the AVI system works. This will also give people a chance to phase this in, adjust their businesses, figure out the impact on them, so it seemed to me a delay to May 1 seemed appropriate.

Mr. Turpen: All right. I think from the standpoint of us taking a look at the results of the AVI output, if you will, in terms of what that is, I think that May 1 would be reasonable. Then, as I understand it, Dr. Goosby had indicated that next January 1, for example, go to \$1.00 if the AVI system, the number of trips, the revenue generated based on our cost recovery warranted that as the number.

Commissioner Bernstein: Where would you go on May 1?

Mr. Turpen: 70¢.

Commissioner Bernstein: In other words, present rate until May 1. Then 70¢ until the first of the year and then \$1.00, assuming that the studies show it.

Mr. Turpen: For example, if our cost recovery number, just to take a number, is \$1,000 for example and we find out that based on vehicle trips and reporting and just the system that we've had has not been real accurate and we find out that we're recovering back costs based on the number of trips, then obviously that \$1,000 is going to be picked up much more rapidly and we won't need to go to \$1.00 a trip. So, I think that the advantage of taking this step really is say, look, let's take a look at it in the next three or four months and think it over.

Commissioner Goosby: But, we're going to vote the \$1.00 now in the whole package.

Commissioner Stephens: Why don't we just leave the \$1.00 alone. Why do we vote the \$1.00 now if we're saying we may not do it? Why don't we just vote on the 70¢, go to the 70¢ and then after the AVI comes in, look at it.

Commissioner Goosby: Would you have to have hearings again?

Mr. Turpen: Yes.

Commissioner Stephens: Would you? Let's do the \$1.00.

Mr. Turpen: As I understand it, one last time,...



Commissioner Duvall: Excuse me. I think it's important during this five month period that we are going to be looking at the AVI and that they're going to be looking, the operators are going to be looking at the AVI, I do think it's important that we structure into that period of time several meetings with appropriate representatives so that we are interpreting this information in the same way and we won't find ourselves in May with, as one of the witnesses pointed out today, two different definitions and two different interpretations of what will be very important information for us.

Mr. Turpen: What we can do is we can structure the billings on May 1st...what we can do is structure the billings in two ways...we can send out a billing which would be reflective of what you would be paying after the rate increase and an amended billing to show what you'll pay under the current Commission dictate.

Commissioner Duvall: I think that's appropriate. I also think it's appropriate though, for us to have some mechanism that will address the operational issues. One of the issues that was addressed by Good Neighbor Shuttle today is the activity or traffic enforcement technique, if you will, of the police. Now, I've stood out there myself and I have watched the behavior of the shuttle bus drivers that I thought was inappropriate and certainly not in accordance with what we all agreed that they would be doing. On the other hand, they're also working under some pretty tough circumstances in a pretty tough business. I would like to see that addressed head on. I would like for there to be some kind of a communication that will facilitate the operators, the management of the operators better managing their drivers and coming up with the diminution of that traffic congestion out there by better management of the operations out there and by better interplay between the traffic enforcement at the Airport and the operators. And I'd like to see us address that head-on with some kind of a meeting and specific communication.

Mr. Turpen: Let me just recap this resolution for the Commission so that they can act on it. One, that there will be a flat \$25.00 annual permit fee charged to all ground transportation persons.

Commissioner Stephens: How many free headings do you get for that?

Mr. Turpen: Dr. Goosby suggested 60 and I don't have any problem with that.

Commissioner Stephens: Sixty a month?

Mr. Turpen: Yes, 60 free trips a month, which is...(interrupted by comment from the floor)...

Speaker: How about 200?

Mr. Turpen: Well, 4000 would be good too, but I think 60 is fair.

Speaker: How much room are you giving us at the Airport if you're giving us 60 loops. How much room do we have over there?



Commissioner Stephens: Did the Commission agree on 60?

Ms. Reisbig: As Ms. Duvall said, we need space to operate otherwise we have to keep making loops, especially when you're a little company.

Mr. Turpen: The 60, it would appear, would probably cover about half of the ground transportation persons who make fewer than 60 trips per month, according to the sheets I'm looking at. So that appears to be a reasonable number. The proposal would be a \$25.00 flat fee, 60 free trips per month for everybody so everybody pays starting on the 61st, that the rate would remain as it is until May 1. On May 1 the rate would go to 70¢. The rate would then go to \$1.00 on January 1, 1990, and, we will come back to the Commission in May with two things. One is a summary of the activity in the first quarter based on the AVI system and how that impacts what we have done. And, second, following up on the suggestions of Commissioners Stephens and Murphy, on the percentage of gross review, as well. We will come back to you in May with our evaluation of that.

Commissioner Goosby: Who knows, it might be that we don't go that high.

Commissioner Murphy: One comment, simply that I want to stress that while I support the motion that's now been made, I am very concerned about revenue sharing for certain off-Airport businesses and, in particular, rent-a-cars. I think there are legitimate reasons for this that should be considered by the staff in reporting back, including the obvious one of maximization of revenue, but in addition, the recouping of lost revenue resulting from diversion of business from on-Airport concessionaires to off-Airport businesses and also, the elimination of the incentive to on-Airport businesses to move to off-Airport status to save money. I'd like to see all of those considered and brought to us.

Commissioner Duvall: I want to be sure that my comments were understood by the operators in the audience. My concern is that the operations of these shuttle vans, in particular, I believe that the most responsive ones are here, that I believe that those operations need to be toned up. I believe that you can have much more efficient use of these access ways and can do a better job than what you're doing right now. And I don't want my comments misunderstood. That's exactly what I'm saying and that's where I believe that there needs to be some specific communication between the resources of the Airport staff and between the management of your company towards that goal.

Commissioner Stephens: We need a second.

Commissioner Goosby: Second.

Commissioner Bernstein: We need a vote. Call it.

The vote was unanimous to approve the amended resolution.

Commissioner Bernstein: I think this is the right move.





The following items were unanimously adopted.

2. Authorization to Receive Bids:  
Duty Free/In-Bond Concession Agreement

No. 88-0206                      Resolution approving leasehold specifications and authorizing Director to accept bids for the Duty Free/In-Bond concession agreement.

Mr. Turpen told the Commission that Duty Free's current lease expires in July, 1989. This item asks the Commission's permission to solicit bids. He said that 18 representatives of 11 companies attended the pre-bid conference. The most notable modification arising out of the pre-bid was a two-tiered system which would call for 15 percent of gross on the first \$35-million and 20 percent on everything over \$35-million. He felt that that was an equitable compromise and reaction to the concerns of the pre-bid conference participants.

3. Authorization to Receive Bids:  
California Products Shop

No. 88-0207

Mr. Turpen explained that only one of the two locations will be bid and the other location will be incorporated into the North Terminal Hub concession.

4. Award of South Terminal Cigarette Vending Lease

No. 88-0208                      Resolution approving award of lease for South Terminal Cigarette Vending Lease to C.V. Ventures, Inc.

5. Authorization for Pre-bid Conference:  
Lease of Gate 64 Newsstand

No. 88-0209                      Resolution approving leasehold specifications and authorizing Director to hold a pre-bid conference for the lease of a newsstand at Gate 64, Boarding Area E in the North Terminal.

Mr. Turpen said that American has agreed to relinquish this space in order to provide a boarding area newsstand/concession activity. He felt that this would be beneficial from a passenger services perspective as there is really nothing out there at this point.

Commissioner Goosby noted that staff has suggested the Airport design and construct the newsstand so that the successful bidder, as a small business set aside, will be able to dedicate his capital to the purchase of additional inventory and equipment. He said that this suggestion demonstrates staff's appreciation of the Commission's concerns and willingness to get small businesses involved in the Airport.



6. Award of Contract No. 1017R:  
Expansion of Electrical Distribution System  
to Abbett-Yick, A Joint Venture

No. 88-0210

This work is the second phase of a project to expand the 12 kilovolt electrical distribution system throughout the Airport to replace the deteriorated 4 kilovolt systems and to provide alternate electrical power sources where only a single source is available at present.

Lowest responsible bidder is Abbett-Yick, A Joint Venture in the amount of \$3,975,740, including all alternates.

7. Supplemental Appropriation Request

No. 88-0211

Commissioner Goosby asked if the Airport was allowed to do this under Civil Service rules.

Mr. Turpen responded that the Commission agreed to a staff recommendation that this position be exempt and therefore cause the person who would be responsible for all concession activity to serve at pleasure. Staff prepared the appropriate request and justification. Mr. Turpen said that he made a personal appeal to Civil Service after they rejected that request. That appeal was rejected as well. Staff is requesting that the Airports Commission amend the salary in order to get the type of individual the Airport is seeking to come to San Francisco to head up the Airport's major business of concession development.

Ms. Gittens explained that this position is the Director of Property Management which is the division at the Airport that handles all leases, contracts and permits.

Commissioner Goosby asked if Civil Service has this position listed as the Director of Property Management.

Ms. Gittens responded that it has not been classified. It will be classified but the issue is the salary. A supplemental appropriation must be sent to the Board of Supervisors in order to reflect the salary that Civil Service agrees the position should be paid.

Commissioner Goosby commented that this is a key position.

Mr. Turpen pointed out that this is a default position on the Airport's part. What we wanted was an exempt position. We felt it entirely appropriate that a person of this calibre and level be exempt.

Commissioner Goosby asked if the position title will be changed to reflect the position being filled.

Ms. Gittens responded that she did not believe that would happen. She felt that this drab title reflects how this position is viewed by Civil Service. They see it as just as another position that supervises several staff, not recognizing the connection to \$160-million in annual revenue. That is the problem we are having.



Commissioner Goosby asked if Civil Service will allow us to have a supplemental appropriation to augment the salary.

Commissioner Duvall asked Ms. Gittens to explain Civil Service's arguments against exempting this position.

Mr. Turpen said that the Charter gives the Commission the authority to create Bureaus and Bureau Chiefs that are exempt. The Airport created the Bureau of Property Management with the Bureau Chief, i.e. Director of Properties for the Airport. That was rejected by Civil Service as they were concerned as to where this position was in the organization.

Ms. Gittens felt the details should be discussed in executive session.

8. Declaration of Emergency

Contract No. 2158:

Emergency Aviation Fuel Pipe Repair and Decontamination Work

No. 88-0212

Resolution ratifying the action of the President of the Commission in declaring the emergency because of an aviation fuel pipe rupture near Plot 3 and directing the Director of Airports to effect the necessary repairs.

Mr. Turpen explained that staff is not certain that the cost might not exceed the \$1.5-million amount. If necessary staff will return with an amendment.

\* \* \*

G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

The following items were unanimously adopted.

9. Award of Contract No. 2065:

Airport Beacon

No. 88-0213

Resolution awarding Contract 2065 to Abbett Electric Corporation, in the amount of \$64,265.

10. Award of Contract No. 2121:

Emergency Pavement Repairs - 1989

No. 88-0214

11. Supplemental Emergency Appropriation, Contract No. 2130

Upper Level Road, South Terminal  
Concrete Slab Repair

No. 88-0215

Resolution ratifying the action of the President of the Commission in authorizing a supplemental encumbrance of \$133,500 towards the emergency repair of the upper level roadway adjacent to the South Terminal Building.





12. Resolution Modifying Lease and Use Agreement - Alaska Airlines, Inc. - Modification No. 3

No. 88-0216

\* \* \*

H. PUBLIC HEARING:

The public hearing was opened at 10:35 AM and closed at 10:50 AM, there being no further comments.

13. Proposed Amendments to the Airports Commission's Rules and Regulations

Mr. Turpen said that these are suggested changes to the Airport's Rules and Regulations. The Commission will take under advisement the comments heard today and render its decision at the next regularly scheduled meeting on December 20, 1988.

Mr. Turpen said that the thrust of these changes is to eliminate the section in the Rules and Regulations concerning the self-reporting of individual trips and to reflect the Automatic Vehicle Identification system. The second part of this is to reflect the separation of van zones from a single zone into separate van zones as part of some negotiations staff has been having with the van companies in terms of how to minimize the impact of van operations at the Airport.

Commissioner Bernstein asked Mr. Birenbaum if he wished to address the Commission.

Mr. Birenbaum said that his clients object to the permits, as they did the last time. He had specifically addressed this issue on behalf of his five clients. When they ultimately signed the permits last time they did so under protest, with a full reservation of rights. He said that their lawsuit was commenced in San Mateo County and settled in a peaceful disposition where his clients agreed so long as there were no material changes. They still reserve the right to challenge any issue or anything raised in their initial litigation.

Mr. Birenbaum said that one of the owners raised a couple of valid points. He said that the application form originally, and now as it's being incorporated into the rules, goes much further than traffic control, revenue raising and these objectives. There is a provision that if an owner dies, that is the end of the permit. The estate does not automatically take it over. There are provisions that if a company files a Chapter 11 proceeding and wants to reorganize the business under the bankruptcy act, that terminates the permit.

Mr. Birenbaum said that there are provisions which recognize that the Airport consists of private roadways. This was challenged in court. He said that he does not know the legal answers to many of these questions and that the Airport rules should be studied by counsel and divided into two parts. Those parts that have to do with legitimate traffic control, such as traffic regulations, and, those parts with revenues should be set aside. Another category of rules would go beyond that. Mr. Birenbaum said that the Airport can make the argument that they all really effect revenue and all effect control but the Airport is asking for an awful lot. His clients will not be able to sign the new application forms as they are currently presented. They will prepare a statement reserving rights and when



they sign the permits it will be under protest. He said that he would never advise his clients to sign these permits in the present form without a waiver.

Mr. Birenbaum told the Commission that the last time his clients settled, one of the key issues was the Public Utilities Commission. He said that he told the Airport then that this hadn't been studied. The Airport required a PUC license as a condition of the permit. He said that he told the Airport at that time that it couldn't do that. Yet the Airport responded...no PUC permit, no Airport license.

Mr. Birenbaum said that this was odd considering the arguments the Airport made in several cases. He said that in the case that was commenced by Santa Rosa Airporter against the Airport, the Santa Rosa Airporter went to the PUC and got rights to stop in Marin County. The Airport told Santa Rosa Airporter that if they stopped in Marin County they would not be let into the Airport. In San Francisco, when the suit was commenced by the San Francisco Airporter, the suit claimed that the Airport breached its contract regarding the exclusivity provision. The Airport responded to the suit by claiming that it couldn't do anything about it because they did not have the power. Mr. Birenbaum said that the Airport has taken very inconsistent positions on this issue.

Mr. Birenbaum said that the PUC question of concern was one of insurance...it would have driven his clients out of business. They settled with the Airport with the Airport agreeing to provisional permits and he could test the PUC issue out. He said that the Sacramento legislature ultimately saw things their way and a new provision has been added to code as of January 1st specifically exempting these kinds of operations from the PUC.

Mr. Birenbaum said that there has been no definition by the Airport and no attempt to separate the legitimate financial and legal issues.

Commissioner Murphy asked which provisions Mr. Birenbaum found offensive.

Mr. Birenbaum responded that he did not realize that this would be on the agenda and he did not have it in front of him. He said he would be happy to send Airport Counsel a list of the objectionable issues.

Commissioner Murphy asked Mr. Birenbaum if he was suggesting that the permits should be assignable.

Mr. Birenbaum responded that he felt that the permits should have an assignability provision and that the Airport cannot unreasonably withhold consent. He said that under the present leasehold provisions the lessor can withhold consent, but not unreasonably.

Mr. Birenbaum said that he disagrees with the Commission's basic right to control off-Airport business. The Supreme Court of the United States has only spoken in two major cases and the California Supreme Court has only spoken in one major case and one minor case. There is very little law on what is an airport. This Airport started in 1927 and was called Mills Field and then called San Francisco Municipal Airport. The concept of International Airport has never appeared anywhere in the code. The word "International" is used for the first time in the 1950s. He said that he does not know how far the Commission can go to affect off-Airport business. It's never been decided legally.

Commissioner Bernstein asked Mr. Pohl if he wished to address the Commission.



Mr. Pohl said that the rules indicate that the permit can be suspended or revoked for any violation but is vague as to how serious the violation would have to be. He said that within the last six months SuperShuttle had a company policy of tipping a skycap for bringing a passenger to a SuperShuttle van. That skycap received a voucher which could be redeemed for cash at the SuperShuttle office. When this was brought up to Airport staff, as far as he knows, a letter was issued to all companys indicating that this was not allowed. He felt that that policy basically placed skycaps on SuperShuttle's payroll in order to deprive other companies of passengers.

Commissioner Stephens told Mr. Pohl that this was not a forum to discuss specific infractions. Mr. Turpen handles those issues. This discussion must address reconstituting the rules.

Mr. Pohl said that the section which declares that a violation of a rule will cause a permit to be suspended is vague.

Mr. Pohl was also concerned with the section which would separate van companies into specific zones. He said that the pick up position a vehicle gets is currently regulated by chance. Those positions by the crosswalk are most desirable. Positioning of the zones would effectively put companies out of business if your company is in the wrong location.

Commissioner Bernstein asked Ms. Reisbig if she wished to address the Commission.

Ms. Reisbig said that the drivers are the company's best sales people. She said that she appreciated the Commission's concerns about wanting to establish a workable relationship. With regard to a permits revokability, she said that Good Neighbor is owner-operated and if something were to happen to him she would lose her job. She said that she did not know if these other businesses are owned by one person. She said that even though their business is small they are very efficient. The day before Thanksgiving they were able to add 150 referrals from SuperShuttle because their computer system went out. She said that Good Neighbors transported 500 people on 9 vans that day.

Mr. Turpen concluded the hearing by saying that the Commission will take these comments under advisement and review the regulation before it makes its decision at the next meeting.

\* \* \*

#### I. NEW BUSINESS:

There was no discussion by the Commission.

\* \* \*

#### J. CORRESPONDENCE:

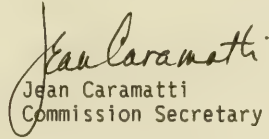
There was no discussion by the Commission.

\* \* \*



L. ADJOURNMENT TO GO INTO CLOSED SESSION:

There being no further calendared business before the Commission the meeting adjourned at 10:50 AM to go into closed session.

  
Jean Caramatti  
Commission Secretary





PROPOSAL  
TWO-TIERED PRICING STRUCTURE

The attached proposal reflects a 2 tier pricing structure for hotel courtesy vans.

It is the object of this proposal to meet the Airport Commissions' desire to minimize congestion, increase roadside revenues, and still provide a high standard of service to the traveling public.

The 2 tiered pricing ensures that no hotel will exceed the maximum trips allowed.



# HOTEL COURTESY VAN SCHEDULE

HOUR GROUP	MAXIMUM TRIPS PER HOUR	TRIPS PER HOUR GROUP	HEADINGS (LOOPS)
6:00 a.m. to 10:00 a.m.	5	20	40
10:00 a.m. to 5:00 p.m.	4	28	56
5:00 p.m. to 10:00 p.m.	5	25	50
10:00 p.m. to Midnight	4	8	16
Midnight to 6:00 a.m.	2	$\frac{12}{93}$ per day	$\frac{24}{186}$ per day

One "trip" equals 2 headings or 2 loops. Each heading at \$0.25 (.50 per trip).

If any hotel exceeds the maximum, the rate for the entire hour group increases to \$0.50 per heading for that day.



# **FUN** FREMONT UNION CITY NEWARK *Connexion*

P.O. Box 109 - Fremont, CA 94537  
(415) 791-7160

December 2, 1988

## **Transportation Service**

PSC & TCP 1126 P

Airports Commission  
City & County of San Francisco  
San Francisco International Airport  
San Francisco, Calif. 94128

DEC 02 '88

Dear Sirs:

From the time a 747 departs SFO until it arrives in Hong Kong it will consume more fuel and derive more revenue than our business will in one years time.

In 1981 my wife and I founded the FUN Connexion, a regularly scheduled Airport Transportation service between Fremont-Union City-Newark to SFO International.

During the past eight years we have survived the Air Controllers Strike of 1981, the Reagan Recession of 1982-84 and the Great Insurance Ripoff of 1985.

We now face another crisis! The AVI System and fee increase at SFO. Were it a system that could honestly help the operational problems of ground transportation at SFO then we would have no complaints. However, neither the system or fee increase will address the honest problems facing the SF Int'l. Airport or the Ground Transportation Industry. Therefore, we seek the wisdom and assistance of the SFO Airports Commission. Please, do not approve the installation of the half million dollar AVI System or the proposed \$1.00 trip fee as requested by the Airport Staff. Instead, direct the staff to develop a long range plan that will decrease the traffic congestion and encourage the public to use mass transportation.

As a scheduled transit operator we have spent 8 years trying to build up our volume so as to be able to increase our schedule frequency. Under the proposed rule that we will be able to make only one run through the terminal per schedule the result will mean many passengers will be left behind because they did not get their baggage in time and will have to wait two hours for the next bus. The results will be that they will have a friend or relative drive the next time who will circle around the terminal many times and create more congestion!

Attached is a letter to the Ground Transportation Operators from Angela Gittens; Question #3 refers to charging fees to private passenger vehicles. Her response was that the parking rates derive \$33 million annually for the Airport. However, the congestion does not come from the private vehicles that pay to park in the lots but from the private vehicles that refuse to park and just keep circling through the Airport Terminal !





**FUN** FREMONT  
UNION CITY  
NEWARK  
**Connexion**

P.O. Box 109 - Fremont, CA 94537  
(415) 791-7160

**Transportation Service**

PSC & TCP 1126 P

She also states that the Airport roadways are not sufficiently large enough to implement a private vehicle toll system. Is the fact that the Airport was poorly designed justification to charge the private Bus Companies more monies.. Question #4 shows that the Ground Transportation Operators want to work with the Airport however, her response was to refer back to the same volume of Rules & Regulations. If the Airport Staff would work with the Operators we feel that together a more efficient system could be found.

As a scheduled transit operator we do not know the other operators problems and visa versa, however, by observing the Rules & Regulations it is obvious that the bulk of congestion and problems stem from current upper level terminal operation.

We appreciate your attention to this very important matter and know you will come to the proper decision.

Sincerely,

Herriott W. Black, Vice President

CC: Morris Bernstein, Pres.  
Dr. Z.L. Goosby, V. Pres.  
Donald R. Stephens  
Sharon B. Duvall  
Patrick A. Murphy



**AIRPORTS COMMISSION**

**CITY AND COUNTY OF SAN FRANCISCO  
ART AGNOS, MAYOR**

**SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128**



**LOUIS A. TURPEN  
DIRECTOR OF AIRPORTS**

**MORRIS BERNSTEIN  
PRESIDENT  
DR. Z. L. GOOSBY  
VICE-PRESIDENT  
DONALD R. STEPHENS  
SHARON B. DUVALL  
PATRICK A. MURPHY**

**November 8, 1988**

**TO: All Commercial Ground Transportation Operators**  
**FROM: Angela Gittens**  
**SUBJECT: Response to Ground Transportation Operator Comments**

I have attached the response by Airport staff to the specific questions made by the Ground Transportation Operators at the meeting of October 28, 1988. The Airports Commission will be asked to approve the proposed \$1.00/trip fee at its December 6, 1988 meeting. The meeting will be held at 9:00 a.m. in Room 282 of City Hall.

**Angela Gittens  
Deputy Director of Airports  
Business and Finance**

**Attachment**

**cc: L.A. Turpen  
Airports Commission**



SAN FRANCISCO INTERNATIONAL AIRPORT  
RESPONSE TO GROUND TRANSPORTATION OPERATORS' COMMENTS  
OF OCTOBER 28, 1988

1. "We should charge the On-Airport Operators the dollar per trip fee. Their buses cause a large part of the congestion problem."

On-Airport operators are paying for their use of Airport roadways through the concession fees they pay to the Airport. The \$12 million the Airport receives each year from the On-Airport rental car operators represents a payment for the use of Airport roadways, and the privilege of operating on-Airport. Airport staff is now developing a plan to eliminate on-Airport rental car courtesy buses. A new people-mover system is being planned to connect the terminals with the proposed new rental car structures.

2. "More information needed to back up the \$1.00 fee."

"On p. 7 - How many people are included in the operations cost."

Eight Airport staff members devote 100% of their time to commercial and courtesy vans. These staff members include 4 Police Officers, 2 Clerks, 1 Account Clerk and 1 Management Assistant.

"On p. 5 - Need a specific breakdown of costs."

The Airport's Rates & Charges Report (Appendix A) for Fiscal Year 1988/89 provides more detail on operating costs. A copy has been sent to the two operators who asked for this detail. Additional copies of the Rates & Charges Report can be obtained by calling Budget & Financial Planning at 876-2303.

"Include specific information on revenue for tickets."

The Airport receives approximately \$400,000 annually from traffic fines and forfeitures. This is recorded as a revenue in the Ground Transportation Cost Center.

3. "Ground Transportation Operators think fees should be charged to private passenger vehicles."

Full cost recovery has been achieved from private vehicles. With the recent parking rate increase, private vehicles pay \$33 million annually to the Airport through parking fees. The cost of services provided to all private vehicles, including use of both roadways and parking facilities, is \$31,473,112 annually.

The imposition of a toll at the Airport is impossible given the lack of space. The SFIA terminal roads are shaped in a U and are very short. If a toll system were implemented, it would back up traffic to the Airport and on the freeway.



4.

"The operators want an operating plan from the Airport. They feel what we are doing is now inefficient."

The Airport's plan for ground transportation is in effect and is reflected in the Rules & Regulations concerning loading/unloading zones, headway restrictions, service descriptions, fines and fees. Any statistical information needed to understand our operations can be obtained from Landside.





AIR TRANSPORT ASSOCIATION  
8939 S. Sepulveda Blvd., Suite 408  
Los Angeles, CA 90045-3690  
(213) 337-7721

The Air Transport Association (ATA) represents virtually all of the nation's passenger and cargo traffic carriers. Our membership makes up the largest single group of tenants at San Francisco International Airport.

While I am unable to appear before the Commission on December 6 to comment on the business relationship between off-airport companies and the nation's airports, I hereby submit the ATA's comments. The keen interest of ATA and its airline members in the matter of Ground Transportation Fees is based on two factors -- airport financial strength and airline costs.

ATA believes that every entity doing business on the airport or deriving revenues from the airport should pay their fair share costs of operating at the airport. With respect to off-airport rental car businesses which compete directly with on-airport rental car concessionaires, the ATA supports the establishment of off-airport car rental permit fees based upon a percentage of gross revenues derived from airport passengers, as are imposed by some 40 U.S. airports including, in California, Palm Springs 7%, Long Beach 8% and John Wayne Airport 9% (the latter effective January 1, 1989).

The economic self-sufficiency of the San Francisco International Airport and similar facilities is largely the product of cooperation and interdependence involving the airport proprietor, the airlines serving the airport and the businesses which compete vigorously for the opportunity to conduct business on the airport.

This system has worked well over the years. Nationwide, the revenues derived from the on-airport rental car companies is second only to public parking lot payments in the area of non-aeronautical revenue generated on airports. The Airport Operators Council International advises that at the top 30 U.S. airports in 1986, the on-airport rental car companies paid the airports a total of \$171,359,000.00 for the right to do business.

The off-airport rent-a-car companies argue that they should only pay for the airport facilities they actually use and not pay on the basis of the business derived from the airport. If such a circumstance is allowed to prevail, there would be no reason for those rental car companies which traditionally do business on-airport to continue to do so.

No businessman is going to pay millions of dollars in franchise fees when he can conduct the same level of business for a fraction of that amount outside the airport boundaries. Fees based on the actual usage principal would have an almost immediate and certainly adverse economic impact on the airlines and their passengers.

The projected revenue derived from on-airport rental cars is an integral part of the complex financial tapestry necessary to underwrite the major capital projects required to keep pace with the dramatic growth of air travel. Developing a scenario which would enable the traditional on-airport rental car business to move with impunity off-airport, would force airport proprietors to dramatically increase airline terminal rental and landing fees to make up for the shortfall. The magnitude of these increases are exemplified by one major Southern airport which stated that

- more -

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the loss of its almost \$7 million in rental car revenues would result in a \$40---or 182 percent -- per square foot per annum increase in airline terminal rent or an increase of 75 cents -- or 117 percent per thousand pounds in the landing fee. Increases of this magnitude must be passed on to the passenger.

Real estate constraints at many major airports have forced on-airport rental car operators to bus to remove facilities. Our research further shows that the overwhelming majority of rental car customers for both on-airport and off-airport vehicles have a prior reservation.

The on-airport rental car companies pay a very substantial fee for the privilege of getting the first opportunity to serve the infrequent walk-up rental car customer. Failure to establish off-airport rental permit fees at San Francisco could result in an off-airport movement by rental car companies who could be assured of being out of the economic grasp of the airport proprietor.

The person who will be discriminated against is the rental car customer, who also happens to be an airline passenger, who will necessarily carry the burden of making up a very large revenue shortfall through a more expensive ticket. We urge the Commission to move forward to establish a resolution calling for a permit fee based on percentage of gross revenues covering off-airport car rental agencies doing business at San Francisco International Airport.

Respectfully submitted.

John Richard Hannan  
Western Regional Director  
of Government Affairs  
Air Transport Association  
8939 South Sepulveda Blvd., #408  
Los Angeles, CA 90045



# **SAN FRANCISCO AIRPORTS COMMISSION**



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## **MINUTES**

DECEMBER 20, 1988

**ART AGNOS, MAYOR**

## **COMMISSIONERS**

**MORRIS BERNSTEIN**

President

**DR. Z. L. GOOSBY**

Vice President

**DONALD R. STEPHENS**

**SHARON B. DUVALL**

**PATRICK A. MURPHY**

**LOUIS A. TURPEN**

Director of Airports

**San Francisco International Airport**

**San Francisco, California 94128**





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of the Minutes  
Airports Commission

December 20, 1988

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Minutes  
of the  
Airports Commission Meeting

December 20, 1988

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:04 A.M. in Room 282, City Hall, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present:	Morris Bernstein, President Z. L. Goosby, Vice President Patrick A. Murphy
Absent:	Donald R. Stephens Sharon B. Duvall

\* \* \*

I. CLOSED SESSION:

The meeting recessed at 9:05 AM to go into closed session and reconvened at 9:20 AM.

\* \* \*

C. ANNOUNCEMENT BY SECRETARY:

In accordance with Section 54957.1 of the Brown Act, Jean Caramatti, Commission Secretary announced unanimous adoption of resolution no. 88-0217, modification no. 6 to the agreement with Morrison and Foerster, and, 88-0218, a settlement of litigated claim at the closed session of December 6, 1988.

\* \* \*

D. ITEMS INITIATED BY COMMISSIONERS:

Commissioner Goosby asked if the environmental impact report for the West of Bayshore property has been completed.

Mr. Turpen, Airport Director, responded that the study was concluded about a year and a half ago and the recommendations from that study will be used as a basis for mitigation alternatives. Subsequent to that, a request came through about a week and a half ago from Fish and Wildlife requesting another opportunity to take a look at that area. Mr. Turpen said that he



could not recall the specifics and would take another look at the request.

Commissioner Goosby said that when the second and third hearings on the master plan are held it would be helpful if reference could be made and conclusions drawn as to the possibilities for that area.

Commissioner Goosby reminded Mr. Turpen that resolution of the West of Bayshore was a high priority of the past administration. As runway relocation and alternative locations for rent-a-car facilities are being considered it would help make the decision-making process if it were all in one package.

\* \* \*

#### E. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

The following items were unanimously adopted.

##### 1. Amendments to the Airports Commission's Rules and Regulations

No. 88-0224	Amendments to the Airport's Commission's Rules and Regulations are being presented for adoption. A public hearing on the amendments was held at the Commission's December 6, 1988 meeting.
-------------	--

Mr. Turpen explained that this item is a follow up to the December 6 public hearing.

The following is a verbatim transcript of Item No. 2.

##### 2. Application for Variances from Noise Abatement Regulation

No. 88-0219	Resolutions granting or denying
No. 88-0220	applications of certain airlines for
No. 88-0221	variances from the Airport
No. 88-0222	Commission's Noise Abatement
No. 88-0223	Regulation.

MR. TURPEN: The Airports Commission is well aware, having received a significant amount of material pertaining to this item, not only from me but from carriers that might be effected as well as members of the public, certainly the result of the hearings at the Airport and his findings, as well. At this time I think it would be appropriate for the Commission to hear from the public as to the recommendations that I've made and we'll go from there.

COMMISSIONER BERNSTEIN: All right. I have here some names. I'm calling them in alphabetical order so there's no idea of preference at all. Mr. Glenn Albos of Evergreen International Airways.

MR. TURPEN: If you could, please state your name and affiliation for the record.

MR. ALBOS: Yes. Glenn Albos, corporate counsel at Evergreen International Airlines. Just a brief statement on behalf of





Evergreen. We find the recommended terms by the Director of Airports in his letter of December 15, 1988 generally acceptable to Evergreen. Our primary concern is with term no. 3 and it's mainly a clarification which limits the carrier to no more than five take-offs and five landings a week at San Francisco and our primary concern there is the unscheduled maintenance. If our aircraft positioned there has a problem and we have to bring in another aircraft or bring in another aircraft for unscheduled maintenance, that the Commission understands that that doesn't jeopardize our exemption. We do note that in the resolution there are some exemptions for maintenance but we wanted to state that position on the behalf of Evergreen.

MR. TURPEN: Mr. Albos, to clarify, are you suggesting that you might have an aircraft on the ground in San Francisco that might require maintenance and necessitate a sixth trip in?

MR. ALBOS: That kind of exigency would be in that realm.

MR. TURPEN: I believe, and I'd have to refresh my memory on it, but I call your attention to the regulation which I believe has a section concerning exemptions for emergencies which involves this type of thing. As well, there's a maintenance exemption section if this type of situation occurs and I believe the Commission is specific as to the actions of the carrier in these events which I think involves contacting the Director of Airports and advising the Commission.

MR. ALBOS: That's correct. I understand that. Thank you.

COMMISSIONER BERNSTEIN: Thank you very much. Mr. David Carbone of the Airport Community Roundtable staff. May I ask the speakers to try to limit to as short a time as possible. I know many of you have come a long way so I don't want to impose a time limit but we'd all appreciate it.

MR. CARBONE: Thank you, Mr. President. Good morning, Mr. President and members of the Commission. My name is David Carbone and I'm the staff to the Airport Community Roundtable. I'm here this morning on behalf of our Chairman, Roger Chinn, and he'd like me to express the Roundtable's position on the variance request. I have a letter here, signed by Mr. Chinn that I will give to the Secretary (see attached). If I can, Mr. President, I'd like to just briefly summarize and highlight the letter for you.

On December 7, 1988 the Airport Community Roundtable discussed the status of the noise variance requests. Based upon considerable discussion by the Roundtable and input from the public, the Roundtable voted six to zero, with Mr. Turpen and Mr. McGovern abstaining, to recommend to the Airports Commission that it not grant any variance request from the five airlines involved. The granting of the variances now would further diminish the strength and integrity of the regulation and such action could set a precedent for other airlines to follow and diminish the credibility of the regulation and the Airports Commission. The Roundtable strongly urges the Airports Commission to deny all pending variance requests to maintain the integrity and strength of the noise regulation. Such action by the Commission will demonstrate its commitment to continue to reduce noise impacts from San Francisco International Airport.



That's all I have, Mr. President. I have copies of the letter for you.

COMMISSIONER BERNSTEIN: Thank you. Mr. John Demarco. There's no affiliation. Who are you with?

MR. DEMARCO: I'm a private citizen. Can I speak?

COMMISSIONER BERNSTEIN: Of fine.

MR. DEMARCO: I wish I could speak in a voice...My name is John Demarco, private citizen from Burlingame, and I wish I could speak in a voice as loud as some of the aircraft taking off from the San Francisco International Airport. The noise has gotten terrible. It certainly disturbs me, my neighbors, my wife, dogs, children. I know the Airport Commission wants to do something positive for everyone but on this particular issue I don't think there can be any compromise. No variances should be granted. Thank you.

COMMISSIONER BERNSTEIN: Thank you. Mr. Paul Dinger of Northwest Airlines.

MR. DINGER: Mr. President, members of the Commission. Paul Dinger from Northwest Airlines, corporate counsel. I'm here today to speak in opposition to the recommendation of the Airport Director that Northwest not be granted its variance request from this noise abatement regulation. At the hearing procedure, and I'm not going to reiterate all of the facts as there's a record on that. But at the hearing, the hearing officer found the facts which I believe favored Northwest's request for a variance. Those facts were essentially that Northwest is making progress in an attempt to come into compliance with your noise abatement regulation. It is not intending to increase the noise level or the number of operations in the year of variance which it requests. It would maintain its current schedule and it would offer to reduce its take-off weights, the weight of the aircraft, so that all of its Stage II would be flying basically within, exactly within Stage III noise characteristics.

We believe that the facts as demonstrated at the hearing show Northwest's substantial financial commitment to this community and to international Pacific air cargo business. We'd also point out that the Airport Director's findings or recommendations seem to fly in the face of the facts as found by the hearing officer. We're basically nonplused as to why, at this point in time, a recommendation would be forthcoming not to grant a variance that would have no impact except to maintain the current noise level at San Francisco International, in fact, reduce that noise level because it reduces take-off weights. And I would refer the Commission to the findings of fact that the hearing examiner made.

The Director of Airports appears to take umbrance at the fact that Northwest wants to sacrifice the area residents here to the residents in the Tokyo area and the Director obscures the fact that Northwest Airlines and other airlines who make speak today really have no alternatives in that Tokyo market in terms of slot control. We do not exist, we do not do business in San Francisco inspite of the residents of this community. We do business here fully realizing that we're here for them and because of them.



With that I would recommend to the Commission that it not accept the Director's recommendation with respect to the Northwest variance.

COMMISSIONER BERNSTEIN: Thank you. Mr. Kenneth Fredeen of Canadian Airlines.

MR. FREDEEN: My name is Ken Fredeen and I appear on behalf of Canadian Airlines International, Ltd. I am in-house counsel with the company and we are a company with head office in Calgary, Alberta, Canada. I have here today, Mr. President, a further submission. Before the Commission is a submission which we filed in response to the hearing officers findings and recommendations. We have, since that time, received the recommendations of the Airport Director and we received those late last week and we would like to file today a further submission in response to those recommendations because we feel that there's much in those recommendations that needs to be dealt with. And I would like to take this opportunity to file with the Secretary the further submission. (See attached)

I had prepared a submission that was going to be lengthy. I would like to summarize that somewhat in light of your suggestion, however, I would like to highlight some of the concerns that we have. We have filed our submission to the hearing officer's report and on the whole we find it to be a fair review of the facts. We spent a considerable period of time at that time. We brought down people that knew how our operations worked in San Francisco, how we operated our aircraft. We also brought down a vice president who dealt with our fleet acquisitions, etc., and all of that information. It was a fairly lengthy discussion at that time and the hearing officer gave us a fair hearing and it was dealt with. On the whole we appreciate the comments made by the hearing officer.

But I would like to refer to the recommendations of the Director of Airports. And first, just quickly, the first argument that was made was the argument and Canadian Airlines agrees that the length of the variance request or the number of operations requested is only one of many factors that should be considered and we ask the Commission to take that into consideration. We are seeking two operations per day in addition to the two that have been granted by the regulation and we are seeking...our variance request was for a period of two years and ten months, a date, I might add, that corresponds with our acquisition of a number of suitable stage III aircraft that will be used for this route. Secondly, we dealt with the review of the operations at the hearing only to bring to the attention of the Commission the fact that we operate our aircraft in such a manner that they are close to the stage III limits.

However, a major conclusion reached by the Director of Airports was that Canadian Airlines had not taken bona fide measures to demonstrate its intent to comply with the regulation, and to this we object. Canadian Airlines is a relatively airline, formed through merger of four airlines on January 1, 1988. Since that time we have taken a considerable amount of effort to merge the four airlines and we've also taken very aggressive steps to acquire new aircraft that meet stage III. I might point out at this time, and it is in our submission that was presented to the hearing officer, that Canadian Airlines has committed to acquisitions in the neighborhood of \$1.3-billion and a large portion of that is in respect to airbus 320s that our suitable for this route.

The type of market is a high business component, and I won't go into detail, we dealt with that in great detail at the hearing and those





recommendations can be found in the hearing officer's report.

To, as the Director suggests, remove one of our stage III aircraft, and we have a number in our fleet, onto this route, is not economical and is not efficient. We have a number of large stage III aircraft, DC10s and also some new 767s. Those are used on transcontinental. To remove them from those routes and place them on this route would take them off of routes such as Vancouver/Tokyo or Vancouver/Hong Kong or Toronto/Rome which is neither efficient or economical. Our flights today are running at about 76 percent capacity.

Now, there were a number of suggestions and we discussed these in great detail and I would like to highlight those to the Commission today. One is through the purchase of stage III aircraft. In our submission to the hearing officer we dealt with in great detail the steps taken by Canadian Airlines to acquire stage III aircraft. I might add that those steps were taken approximately six months after notice of this regulation was given and our commitments to purchase these aircraft are highlighted in the report. To date we have 17 firm orders and options on a further 34. To bump those dates ahead, and I think the Commission is well aware because it has been brought to the attention of the Commission before, that it is difficult to acquire aircraft on short notice and we took steps, very shortly after this regulation and also after the merger date, to acquire aircraft, suitable stage III, suitable for this route. But we have bumped ahead those aircraft through the lease of eight airbus 320s for delivery commencing in 1991. Our application for variance was based on that date of acquiring those leased aircraft for use on this route. At the hearing we committed ourselves to using those aircraft on this route. We commence delivery of those aircraft in October of 1991.

Today we are prepared to say that, and this we have confirmed, that we would be prepared to commit a further airbus 320 in the year 1992, in the summer of 1992, that being the delivery date of another airbus 320.

Another option which was considered was the use of hush kits. At the time of the hearing we were relatively pessimistic, as most carriers with a fairly large 737 fleet are, about the possibilities of retrofitting the 737s. We have recently been told by our operations people, one of whom was at the hearing and dealt with this in great detail, that in fact Nordham Pratt Whitney Group is designing or prepared to proceed with the design development of the Nordham hush kits. Our information that we have is that these might be available for production and delivery as early as the end of 1990 for use in 1991. Now, presently we operate 737s on this route, the Vancouver/San Francisco route, and of course, as any other carriers are, we are interested in retrofitting our aircraft. Those aircraft would be used on this route.

On that point, we are prepared to commit new aircraft, stage III aircraft, to this route and also, should the technology allow, retrofitted 737s on this route which would, in fact, lead to the conclusion that Canadian Airlines has, in fact exceeded...(interrupted by Commissioner Goosby)

COMMISSIONER GOOSBY: In 1990, right?

MR. FREDEEN: Actually, sir, 1991. That is in 1991. That is the basis for the request for variance. An important factor, and I'd like to conclude remarks on that part...an important matter which was



not dealt with at the hearing was the special status which Canadian Airlines has in respect to its rights under a bilateral treaty. That treaty was filed with the hearing officer and we dealt with it in a very short time span. I was prepared to argue that in greater detail today, if the Commission so wishes, because it's an important thing. And I think I would like to draw to the attention of the Commission that we are not suggesting that we have met the requirements of section E28 and that was the conclusion reached by the Airport Director. What we were saying was that there are other factors contemplated by the regulation and this is one of those other factors. Our argument under that bilateral treaty is that...what has been expressed by the Canadian Embassy, which was passed on through the Secretary of State...I have that today and I would like to file it because I'm not sure if that is before the Commission.

MR. TURPEN: Is that the statement that was sent a few days ago?

MR. FREDEEN: From Mr. Griffiths. That is the actual diplomatic note.

MR. TURPEN: Yes, I did and I also put that in the docket and it will be part of the record.

MR. FREDEEN: Thank you, very much. I would only like to quote the fourth paragraph when the Embassy states that "...it wishes to advise the Department of State that the Government of Canada would view with concern actions by local airport authorities that would have the effect of imposing a capacity limitation on air services operated pursuant to a designation under the agreement." Our point is that we are competing on this route, we only have the one route into San Francisco. We are competing with an American carrier. We cannot augment our flights into San Francisco through domestic flights into SFIA. We are stuck with this one route and therefore it puts us at a competitive disadvantage. Those submissions are in detail in the three submissions which have been filed to date. The latest one being the response to the Airport Director's submissions.

In conclusion, Mr. President, the regulation provides for progressive steps imposed upon airlines to reduce noise. We acknowledge that. But the regulation acknowledges that in certain circumstances a variance would be granted and it sets forth eight factors, all of which have been dealt with at numerous times. I won't go through them in detail today.

I would just like to point out that Canadian Airlines is a young airline which has aggressively expanded its fleet. It's a carrier designated under the bilateral agreement which affords it some form of special status which, it is respectfully submitted, should be considered by the Commission today. And that it is monitoring closely the acquisition of hush kits and those will be used on aircraft used on this route which will, in fact, put Canadian Airlines far beyond the requirements of the regulations. It has leased for delivery in 1991 the airbus 320, as I've noted and that we are prepared to commit a further stage III aircraft in 1992.

Considering all of the factors and in light of the hearing officer's finding of fact, of which I've stated Canadian Airlines does not object, it has just provided a number of further points, it is respectfully submitted that the application for variance by Canadian Airlines should be granted.



I'm prepared to answer any questions the Commissioners might have.

COMMISSIONER GOOSBY: I just had one. Can I interpret your remarks to mean that your company is unable to lease or unable to buy...I know that the retrofitting won't be ready until two or three years, but stage III aircraft, you're unable to...you have some coming in 1991. Are you saying that you can't lease or buy one for implementation in 1989 or 1990? Because you can't get them or because financially you can't afford them?

MR. FREDEEN: That very question was asked by the hearing officer, Mr. Commissioner. The answer to it in brief is that the one time acquisition of a leased aircraft is expensive, the one time cost to bring that aircraft on...fleet planning takes three to five years. Canadian Airlines has deemed the airbus 320 to be the best aircraft for use in this fleet. To lease an aircraft, if we could lease one and the evidence before the hearing officer was that there are not that many aircraft available. I recall that the counsel for the Airport suggested that we should acquire 727s and retrofit them and those were the only questions from the Airport at that time to us on the acquisition of aircraft. We suggested that that was not possible. To do that would be expensive. We'd have a couple of aircraft for a particular route that would lead to scheduling problems, etc. The earliest date for the acquisition through lease of an airbus 320 was 1991. That is the very earliest date and we... interrupted by Commissioner Goosby.

COMMISSIONER GOOSBY: That's the earliest you could get one.

MR. FREDEEN: Yes, Mr. Commissioner, the very earliest.

COMMISSIONER MURPHY: I have one question. What are your load factors on your operations at present?

MR. FREDEEN: They are, for the first nine months, 78.6 percent.

COMMISSIONER MURPHY: On the San Francisco/Vancouver route?

MR. FREDEEN: Yes sir.

COMMISSIONER MURPHY: Thank you.

MR. FREDEEN: Thank you very much.

COMMISSIONER BERNSTEIN: Thank you. Mr. Rex Maytan of the Postal Service.

MR. MAYTAN: My name is Rex Maytan and I'm the General Manager of the Air Contracts Management Division in Washington, D.C. and contracting officer for about 90 percent of the airlift mail in the United States and elsewhere. I'm here today to voice some comments in relation to the proposed legislation of the noise abatement as it effects one of





our contractors which is Evergreen. As you probably know, over a year and a half ago the U.S. Postal Service made a corporate decision to participate in the express mail market, and, which we consider to be in the best interest of the public who uses express mail. Specifically, I'm talking about express mail which is next day delivery and delivery by noon. This particular product line must fly late night, early morning hours and arrive at the destination by or before 7:00 AM so that we can effect delivery. If Evergreen is not granted a variance then they will not be able to fly into San Francisco without creating an economic burden for themselves and us. Our only alternative would be to fly into Oakland, in which case we would still not be able to make delivery and stay in competition because of the time it takes to get from Oakland to San Francisco area. We do not have a facility at Oakland to do the distribution and delivery.

I think it suits the public interest for the U.S. Postal Service to stay in the express mail market. If we are prevented from doing so, just in the San Francisco area alone it could effect our entire nationwide market, and in which case the creation of an oligopoly or a monopoly and the express mail market would not be in the public interest.

Consequently, my recommendation here is to urge granting Evergreen the variance so that they can become in compliance with your noise abatement restrictions over a period of time without creating an economic burden for them or for us. Thank you.

COMMISSIONER BERNSTEIN: Thank you. Mr. Herbert Rosenthal of DHL Airways.

MR. ROSENTHAL: Good morning, Mr. President, my name is Herbert Rosenthal and I represent DHL Airways. We have submitted to you written comments on the hearing officer's findings and our thoughts on the Director of Airport's recommendation.

We need a two year variance and the proposal of the Director of Airports will be satisfactory to us. We have a couple of comments on that and I think most of those problems are solved by other relief valves in the regulations. Like Evergreen, we may have an airplane here that malfunctions and we have to bring in another airplane to operate the flight. I believe there is basically the ability to make a telephone request to the Director of Airports office to get relief from that. Similarly, our maintenance base is here and we normally try to program our aircraft to fly into San Francisco on a scheduled basis so they can spend the weekend here for maintenance or overnight for maintenance. There may be an occasion that we would have to bring one in on a ferry flight. I'm told we're talking about five events a year which is hardly anything, but I do believe that there are relief valves for us in the regulations. We would also be pleased to work with the Airport Roundtable and we anticipate no difficulty in having a DHL representative present at most of those meetings. I hope someone would put us on a mailing list so that we would get notice of them.

Other than that we think we can live with the Director of Airports proposal. If you elect not to adopt that then we need a two year variance. I have nothing further to state and I would be pleased to answer any questions you may have.

COMMISSIONER BERNSTEIN: Any questions? Thank you, Mr. Rosenthal. Mr. Timothy Treacy of the San Francisco Airport Noise Committee.





MR. TREACY: Good morning, Mr. President and Mr. Commissioners, my name is Timothy Treacy. I'm representing the Airport Noise Committee established by the Board of Supervisors of the City and County. We attended all of the variance hearings and made written presentations. We also have summarized our recommendations in a letter dated December 14 which we caused to be delivered to the Airport Commission. I hope that you received and distributed it. I won't go over the letter, I know that you'll take the contents of it into consideration. We have two conditions in addition to those proposed by Mr. Turpen, otherwise we support his recommendations.

The first of those conditions is that the carriers be required to make reports that would be made available for public inspection. As I review Mr. Turpen's conditions I see that he is opposing our conditions but there seems to be no way that we can monitor to determine whether, in fact, those conditions are being satisfied. So we would respectfully request that that problem be corrected by requiring the carrier to make some sort of public report.

Secondly, we have a proposal in our letter of December 14 to require the airlines to fund a noise impact assessment of their operations pursuant to these variance requests. We think this is reasonable and we think it's about time the airlines start getting involved in seeking a solution to this horrible problem they've created for the residents of San Francisco and elsewhere by these overflights. So we hope that you will take that into consideration.

Lastly, we did attend the hearings. We have no quarrel with the way Mr. Wharton conducted the hearings. They were done very fairly and we feel that the City Attorney's representative did an adequate job of cross examination, but you have no provision, and Mr. Wharton did not allow us to present sworn testimony nor conduct cross-examination. We respectfully request that in future hearings that this be done. We feel that we have a lot at stake and we would like to participate fully in any hearing before the Airport Commission. Mr. Turpen, in his transmittal memorandum, references our testimony. In fact, we were not allowed to present testimony.

Lastly, in connection with the comments of the Canadian representative, at the hearing the hearing officer, Mr. Wharton, specifically excluded consideration of the bipartisan agreement and we're a little surprised and a little concerned at the kind of ad hoc nature of this preceeding whereby a representative can come in here at the last moment and make a plea to you based on this bilateral agreement which we were not allowed to discuss at the hearing. We stated at the hearing at that time that if that were to be an issue we would like an opportunity ourselves to review the agreement and address comments on it. On the one hand we're told that the residents of this area must bear the noise impacts so that the people of Tokyo, for example, can impose a curfew and now we're told that we should continue to bear additional noise impact so that the people of Canada can have quieter over their skies. Somewhere along the line this problem is going to have to be addressed. Thank you.

COMMISSIONER BERNSTEIN: Thank you. Mr. Mark Young, citizen of San Francisco designation.

MR. YOUNG: Good morning. My name is Mark Young and I'm a recent home buyer in the Noe Valley. Approximately one month ago I moved from the northern part of San Francisco to the southern part and immediately my wife and I went into shock at the airplane noise over our house. I've gotten involved in the issue and I'd like to support



the letter written to you by the Airport Noise Committee, and, just from a more personal standpoint I feel like I'm going to have to move if something isn't done about this problem. Thank you for listening.

COMMISSIONER BERNSTEIN: Thank you. Mr. Herman Bliss from the Federal Aviation Administration.

MR. BLISS: Thank you. I'm Herman Bliss and I'm manager of the Airport's Division, Federal Aviation Administration, Western Pacific Region in Los Angeles. I'm here to provide a statement of the FAA's, Federal Aviation Administration, concerning San Francisco Airport Commission's variance policy. I have provided the original copy to Mr. Turpen and copies to the lady on my right. I have to apologize for coming late to your hearing but I wanted to admit that the delay was on the L.A. end and not on this end.

Mr. Bliss read from a prepared text (see attached) and made no additional comments.

COMMISSIONER BERNSTEIN: Thank you, Mr. Bliss. Well, that completes the speakers. Anything you want to add Mr. Turpen?

MR. TURPEN: I understand the views as expressed by the persons both pro and con. There's nothing in the presentations which would cause me to change my recommendation to you at this time. And, my recommendation continues to be as outlined for you in agenda item no. 2. I'll be happy to try and respond to any questions the Commission has or follow any direction the Commission wishes to establish.

COMMISSIONER GOOSBY: Have they received your letter explaining your recommendations...each of the carriers?

MR. TURPEN: Commissioner Goosby, what happened was Thursday evening, simultaneously with the Commission's receipt, documents were transmitted to all those persons who were interested and were sent by FAX to the airlines so they were available to them on Friday morning.

COMMISSIONER GOOSBY: They have all your reasoning and so forth.

MR. TURPEN: We have shared all of the information with the effected persons that came to us.

COMMISSIONER BERNSTEIN: Don, do we go into a closed session to discuss this?

MR. GARIBALDI: If you want to consult with counsel on the matter then you certainly may.

COMMISSIONER MURPHY: Yes.

COMMISSIONER BERNSTEIN: I'm not prepared to vote.



MR. TURPEN: The Airport's Commission has asked to converse with counsel on this matter and therefore I'll ask your indulgence again if you would step into the hall for just a few moments.

COMMISSIONER BERNSTEIN: Thank you. I'm sorry to do it this way, ladies and gentlemen.

\* \* \*

I. CLOSED SESSION:

The meeting recessed at 10:03 AM and reconvened at 10:30 AM.

\* \* \*

Due to technical difficulties, no tape is available for the last ten minutes of the meeting. The following is a summary of the comments made.

2. Application for Variances from Noise Abatement Regulation...continued.

Commissioner Murphy expressed his concerns about placing Canadian Airlines in an economically unviable situation. He felt that Canadian was making a good faith effort to bring itself into compliance. He realized that they had no control over the fact that their order of A320s would not be available until 1991. He also accepted their reticence in not wanting to shift equipment from their transcontinental routes as that equipment is too large for the Vancouver/San Francisco route and would make the operation uneconomical and inefficient. He also said that he did not want to force Canadian into dropping flights into San Francisco.

Commissioner Murphy concluded his remarks by saying that although Canadian made some compelling arguments and was impressed with the presentation, he would vote in accordance with the Director's recommendation with the understanding that staff would work with Canadian to help bring them into compliance.

The Commission concurred with Commissioner Murphy's remarks and no further comments were made.

3. Approval of Additional Service Payment to the City

No. 88-0225	Resolution approving an additional service payment to the City of \$830,998 for Fiscal Year 1987-88.
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4. Award of Contract 1416D-R:  
Sun Screens for Boarding Area 'C' to Super Sky Products, Inc.

No. 88-0226	This contract will provide a sunscreen system on the Boarding Area 'C' skylight to reduce glare affecting the view from the FAA control tower.  Lowest responsible bidder is Super Sky Products, Inc. for \$160,300.00.
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\* \* \*

F. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

The following items were adopted unanimously.

5. Retirement Resolution: Nathaniel Bishop

No. 88-0227

6. Retirement Resolution: Samuel Hawkins

No. 88-0228

7. Resolution Ratifying Personnel Actions

No. 88-0229

Resolution, in accordance with the requirements of San Francisco City Charter Section 3.501, ratifying and approving certain personnel actions taken by the Director of Airports.

8. Award of Contract No. 1944(R):

West Underpass - Rehabilitation of Drainage Pump Station

No. 88-0230

Resolution awarding Contract No. 1944(R) to E. Mitchell, Inc., in the amount of \$83,964.

\* \* \*

G. NEW BUSINESS:

There was no discussion by the Commission.

\* \* \*

H. CORRESPONDENCE:

Commissioner Goosby introduced resolutions commending former Commissioners J. Edward Fleishell and Athena Tsougarakis for their work on the Airports Commission.

The resolutions was adopted unanimously by the Commission.

No. 88-0231

Commissioner J. Edward Fleishell

No. 88-0232

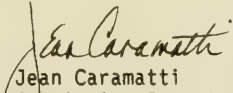
Commissioner Athena Tsougarakis

\* \* \*



J. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 10:40 AM.

  
Jean Caramatti  
Commission Secretary





## AIRPORT/COMMUNITY ROUNDTABLE

SAN FRANCISCO INTERNATIONAL AIRPORT  
LOCAL GOVERNMENTS IN SAN MATEO COUNTY

December 20, 1988

Honorable President and Members  
San Francisco Airports Commission  
P.O. Box 8097  
San Francisco International Airport  
San Francisco, CA 94128

Dear Members of the Airports Commission:

SUBJECT: Consideration of Noise Regulation Variance Requests

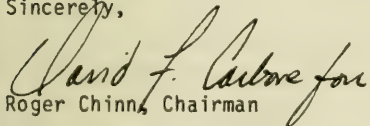
On December 7, 1988, the Airport/Community Roundtable discussed the status of the noise variance requests received from Northwest Airlines, Braniff Airlines, Canadian Airlines International, Evergreen International Airlines, and DHL Airways, Inc. Based upon considerable discussion by the Roundtable and input from the public, the Roundtable voted 6-0-2 (Mr. Turpen and Mr. McGovern abstaining) to recommend to the Airports Commission that it not grant any variance requests from the above-referenced airlines.

This recommendation is based on two points:

1. The Roundtable and the public provided substantial input to the Airports Commission regarding content and timetable provisions in the noise regulation, during its formulation. The final adopted version of the regulation was not as strong as prior drafts and did not contain many key elements that were supported by the Roundtable, many local cities, and the public. The granting of variances now would further diminish the strength and integrity of the regulation; and
2. It is too early to allow variances to a regulation that has yet to be implemented. Such action could set a precedent for other airlines to follow and diminish the credibility of the noise regulation and the Airports Commission.

The Airport/Community Roundtable is supportive of the Airports Commission's new noise regulation. However, we strongly urge the Airports Commission to deny all pending variance requests to maintain the integrity and strength of the noise regulation. Such action by the Commission will demonstrate its commitment to continue to reduce noise impacts from San Francisco International Airport.

Sincerely,



Roger Chinn, Chairman

RC:DFC/kcd - K1E12729

cc: Roundtable Members  
Louis Turpen, Director of Airports

PLANNING AND DEVELOPMENT DIVISION  
COUNTY OF SAN MATEO  
100 HAMILTON ST., REDWOOD CITY  
CA 94063 (415) 363-4161

NOISE MONITORING CENTER  
SAN FRANCISCO INTERNATIONAL AIRPORT  
P.O. BOX 8097  
SAN FRANCISCO, CA 94128 (415) 876-2220



CITY AND COUNTY OF SAN FRANCISCO  
AIRPORTS COMMISSION  
December 19, 1988

In the Matter of the )  
Application for Variance of: )

Response to  
Director of Airports  
Recommended Action  
on Pending Applications  
for Noise Variances

CANADIAN AIRLINES INTERNATIONAL LTD.

INTRODUCTION

This submission is further to the Response filed with the Airports Commission and dated December 15, 1988 and deals specifically with the recommendations made by the Director of Airports ("Director") to the Airports Commission and contained in a memorandum dated December 15, 1988.

RESPONSE

Canadian Airlines agrees with the Director's statement (page 2) that "no carrier should receive a Variance simply because its non-compliant operations are so few in number that they have virtually no impact on the noise environment". Canadian Airlines would agree with the dismissal of an application for Variance which simply relied on the argument of de minimus unless, on the balance, other public interest factors weighed in favour of the applicant. It is submitted, however, that the number of flights for which a Variance is sought is a very important factor to be considered by the Commission when deciding whether or not a Variance should be granted. By virtue





of the Regulation, one factor which the Commission must consider is the noise impact upon SFIA and surrounding communities should the request for a Variance be granted. A request for a Variance to allow a large number of flights using Stage 2 aircraft and/or a request for a Variance for an extended period of time would contribute more to noise than an application for a small number of operations for a limited period of time. Furthermore, each application for Variance must be looked at independently of other applications as each Applicant will have particular circumstances which may or may not warrant the granting of a Variance.

Canadian Airlines submits that a factor to be considered by the Commission is that its request for a Variance pursuant to Section 4(E)(1) is for a limited number of daily operations (2) for a limited duration (October 30, 1991). It is submitted that the granting of the Variance as requested would have a negligible impact on noise at SFIA and the surrounding communities. This factor should not be considered in isolation but weighed with the balance of evidence submitted by Canadian Airlines pursuant to Section 4(e)(2).

Related to the issue of noise is how each airline operates its aircraft into and out of SFIA. On this point, Mr. Gene Nimetz presented detailed evidence on behalf of the Company on the operation of its aircraft. Canadian Airlines operates its aircraft under conditions which make its Stage 2 aircraft only marginally noisier than some Stage 3 aircraft. Again, this evidence was presented only as one factor to be considered by the Commission on the issue of noise under Section E(2)(a).

Canadian Airlines objects to the conclusion reached by the Director that it has not taken bona fide measures over the past year to comply with the Regulation. To the contrary, evidence given through written submission and oral testimony at the Hearing detailed three main areas being pursued by Canadian Airlines (see pages 5 - 7 Canadian Airlines Submission). With respect to an aircraft suitable for the San Francisco



- Vancouver route, Canadian Airlines has placed 17 firm and has options on 34 Airbus A-320 aircraft for delivery commencing in 1993. More importantly, in order to bring these aircraft into service at an earlier date, Canadian Airlines has leased 8 Airbus A-320 aircraft for delivery commencing in the fall of 1991. It is the commitment of Canadian Airlines to use these aircraft on the San Francisco - Vancouver route when delivered. The application for Variance to October 1991 was based on the fall 1991 delivery date. It is respectfully submitted that no other reasonable steps could have been taken by Canadian Airlines to comply with the Regulation through the lease or purchase of suitable Stage 3 aircraft.

With respect to retrofitting the Stage 2 Boeing 737-200 aircraft of which Canadian Airlines has 66, the Company is committed to retrofitting these aircraft and is pursuing the purchase of Hush Kits. It is not expected that this technology will be available until 1991. The most recent information available to us is that as of the first of this month, Nordam and Pratt and Whitney have reached agreement supporting the continuing design and development of the Nordam noise suppression system. Certification for the Boeing 737-200 is anticipated for the fall of 1990 with production delivery by the end of 1990. Through the retrofitting of these aircraft Canadian Airlines would exceed the requirements established in the Regulation.

Canadian Airlines recognizes the specific requirements of Section E(2)(h) and acknowledges that it has not provided "a statement, signed by the Secretary of State or by the Deputy Secretary of State stating the official position of the United States ...". Rather, the position of the Government of Canada so expressed by the Canadian Embassy in Washington, was forwarded to the Director of Airports in the form of a Diplomatic Note. The United States Department of State agreed to forward the Note to the Director of Airports. In particular, Canadian Airlines draws to the attention of the Commission the fourth paragraph of the Note. It is the submission of Canadian Airlines that the effect



of the Regulation on bilateral agreements between the United States and Canada must be considered by the Commission as one of the "other factors" contemplated by the Regulation in Section 4(e)(2).

Canadian Airlines is the Canadian carrier designated to operate the San Francisco - Vancouver route and pursuant to the Air Transport Agreement between the United States and Canada dated January 17, 1966 (the "Bilateral"). Under the Bilateral, the parties agreed to ensure equitable opportunities for the airlines designated to operate the route. It is respectfully submitted that a denial of Canadian Airlines' application for Variance would be discriminatory. Canadian Airlines is authorized to operate into San Francisco from Vancouver only and therefore it is not able to use U.S. domestic operations at SFIA in order to comply with the Regulation pending delivery of its smaller Stage 3 aircraft or the retrofitting of its Stage 2 aircraft. This leaves Canadian Airlines at a competitive disadvantage. Denial of the Variance would be discriminatory by effectively imposing capacity and frequency control through aircraft restrictions on a service provided pursuant to the Bilateral. The principle of equitable opportunity would be lost. To suggest that Canadian Airlines could comply with the Regulation through the elimination of one daily round trip ignores the special status afforded to the Applicant pursuant to the Bilateral. This issue should be considered by the Commission on this Application.

Canadian Airlines agrees with the conclusion reached by the Hearing Officer that the elimination of one of Canadian Airlines' daily flights would harm the travelling public and submits that this conclusion is supported by the evidence placed before the Commission. Canadian Airlines disagrees with the Director that another carrier could increase its service on the route. No evidence on this point was placed before the Hearing. The U.S. carrier designated for this route has chosen to reduce service offered between San Francisco and Vancouver. Although the intentions of this carrier are not known, Canadian Airlines has shown a commitment to provide maximum service to passengers on this route.





For the first 9 months of 1988, Canadian Airlines operated its flights at a passenger load factor of 78.6% capacity. This represented a substantial increase (13%) over 1987. To suggest that Canadian Airlines "would have sufficient seating capacity on its other flights between San Francisco and Vancouver to carry all its customers" ignores the undisputed facts on the record and before the Commission. Two daily flights would not accommodate all of the passengers presently serviced by Canadian Airlines. Furthermore, numerous letters placed before the Commission in support of Canadian Airlines' application confirms the very real public interest in the maintenance of the three daily flights presently operated by Canadian Airlines.

It is respectfully submitted that the first alternative suggested by the Director does not realistically reflect passenger traffic and their needs and the special status afforded Canadian Airlines under the Bilateral.

The second conclusion reached by the Director is that Canadian Airlines could comply with the Regulation by employing one of its Stage 3 aircraft on the route. A lengthy discussion on this point took place during the course of the Hearing. Mr. Statton presented considerable evidence as to why this was not a viable alternative. To briefly summarize, the San Francisco - Vancouver route has a high business component and a relatively short flying time which requires high frequency in the number of flights. Mr. Statton's evidence was that the market required a minimum of three daily flights with morning, noon and evening service. Operating larger Stage 3 aircraft in Canadian Airlines' fleet would not be economically feasible as it would operate far below capacity. Furthermore, the Stage 3 aircraft are presently used on long-haul international flights such as Hong Kong - Vancouver or Toronto - Rome. To reassign these aircraft onto this route does not acknowledge the economic realities of this market. This evidence was apparently accepted by the Hearing Officer.

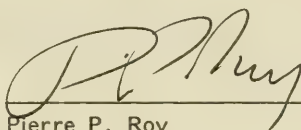
All of the above-noted arguments would not be persuasive if they were not considered in light of Canadian Airlines' aggressive expansion of its



fleet with Stage 3 aircraft. Canadian Airlines is committed to operating modern cost efficient aircraft which also meet environmental concerns. Canadian Airlines' efforts to acquire through purchase and lease Stage 3 aircraft suitable for this route have been highlighted in this Response and were dealt with in detail at the Hearing. Using the Airbus 320 on the San Francisco - Vancouver route, Canadian Airlines will schedule two operations in October 1991 and again two more operations in June 1992 in advance of the Stage 3 percentage operation timetable prescribed by the Regulation (Section 4(B)(1)(b)). Furthermore, with its large Boeing 737-200 fleet, Canadian Airlines continues to monitor the progress of Hush Kit development. It is Canadian Airlines' intention and commitment to comply with and exceed the requirements as set forth in the Regulation but requests a Variance in order to do so.

It is respectfully submitted that for the reasons cited, the recommendations of the Director should be rejected and the application for Variance by Canadian Airlines should be granted.

Dated: December 15, 1988



Pierre P. Roy

Manager, Regulatory Affairs  
CANADIAN AIRLINES INTERNATIONAL  
LTD.

C1/212LGL/L





Washington, D.C. 20520

DEC 12 1988

Mr. Louis A. Turpen  
Director of Airports  
San Francisco International Airport  
P.O. Box 80997  
San Francisco, California 94128

Dear Mr. Turpen:

The Department of State has received a diplomatic note from the Embassy of Canada expressing its concern over the San Francisco International Airport Noise Abatement Regulation and the impact that regulation may have on the operations of Canadian Airlines International Limited.

As requested in the note, the Department of State takes this opportunity to share with SFIA the text of the note from the Canadian Embassy.

Sincerely,

G. Gene Griffiths  
Director, Office of Aviation  
Programs and Policy

Enclosure:

As stated.



Drafted:EB/TRA/AVP:GGriffiths  
12/5/88 X77973

Clearances:EB/TRA/AVP:CKauth  
L/EBC:SWitten (subs.)  
EUR/CAN:GDonahue





No. 368

The Embassy of Canada presents its compliments to the Department of State and has the honour to refer to the 1966 Air Transport Agreement between Canada and the United States, as amended in 1974.

The Embassy of Canada wishes to inform the Department of State that the Government of Canada has been advised by Canadian Airlines International Limited (CAIL) of its intention to seek a variance from the San Francisco International Airport Noise Abatement Regulation, as is provided for in Section E of the said regulation. CAIL is the Canadian carrier designated by the Government of Canada to provide services on route F.2 of Schedule II of the Agreement (Vancouver-San Francisco/Los Angeles).

CAIL has on order new aircraft which conform to stage 3 requirements. However, these aircraft will not be available until 1991. Furthermore, the Embassy understands that CAIL's current equipment is very close to stage 3 requirements.

The Embassy wishes to advise the Department of State that the Government of Canada would view with concern

.../2



actions by local airport authorities that would have the effect of imposing a capacity limitation on air services operated pursuant to a designation under the Agreement.

The Embassy requests the Department of State to communicate the concerns of the Government of Canada to the appropriate authorities at San Francisco International Airport and to support Canadian Airlines International Limited's request before said authorities.

The Embassy of Canada avails itself of this opportunity to renew to the Department of State the assurances of its highest consideration.

Washington, November 2, 1988





BEFORE THE  
AIRPORTS COMMISSION  
CITY AND COUNTY OF SAN FRANCISCO

Application of

DHL AIRWAYS, INC.

for a variance

COMMENTS OF DHL AIRWAYS, INC.  
ON THE HEARING OFFICER'S FINDINGS AND RECOMMENDATIONS  
AND THE DIRECTOR OF AIRPORT'S RECOMMENDATION

DHL Airways, Inc. ("DHL") has the following factual and legal comments on the November 18, 1988, recommendations and findings of the Hearing Officer.

DHL has applied for a two-year variance from the 25% Stage 3 fleet mix provisions of the Airport's Commissions' noise rules. DHL Airways also submitted a form of variance which would be acceptable to DHL Airways. (Exhibit 21.) The Hearing Officer made findings and recommendations that DHL receive only a one-year variance subject to a renewal application.

While DHL will, of course, utilize that variance if it is issued, we want to go on record that we need a longer variance. To give comfort to the Commission's decision making process, DHL believes that, by the end of 1990, it will be in compliance with Section 4(B)'s 25% requirement.

We have also reviewed the Director of Airports' December 15, 1988, recommendation to the Commission. His recommendation for DHL is substantially similar to DHL's proposal in Hearing Exhibit 21.





To assist the Commission in evaluating the recommendation of the Director of Airports, to help put our variance request in perspective, and to preserve our legal position in the event the Commission does not grant DHL adequate relief, DHL submits the following additional argument.



I. EXCEPTIONS TO THE FINDINGS AND RECOMMENDATIONS OF THE HEARING OFFICER.

A. Paragraph 23

Generally the Hearing Officer prepared a balanced report.

DHL takes exception to portions of paragraph 23 of the Hearing Officer's report. Conceptually, a series of de minimis variances each of which is individually insignificant, could have a significant cumulative impact. But the Hearing Officer had no factual basis to support the following statement: "...a series of de minimis variances, individually insignificant, will have a significant impact, undermining the regulation piecemeal. The family of pending variances must be viewed in this light." (Para. 23.)

Only four carriers sought variances from Section 4(B) for a total of 8 take-offs and 8 landings per day. One of these applicants is allowed two flights per day under the unlawfully discriminatory "international de minimis" exception to Section 4(B)'s percentage Stage 3 phasing requirements. Eight roundtrips per day more or less have no impact on the smoothness of the airport's functioning or upon the noise burden felt by airport neighbors. By adopting the worst case potential scenario emanating from multiple de minimis arguments without even attempting to measure the cumulative impact, the Hearing Officer committed error and encouraged the Commission to deny DHL's request for a two-year variance.



What are the facts? A review of the December 1, 1988, Official Airline Guide, North American Edition, Pocket Edition, shows approximately 486 transport category jet scheduled passenger arrivals per day. (We presume there are 486 take-offs as well.) This total does not include: all-cargo flights; international flights from Europe, the Pacific, or south of Mexico; military or government aircraft flights; corporate DC-9's/B-727's'; or charters. The actual number of landings must be 500-550 per day on the days DHL operates.

During December 1988 and for the foreseeable future, DHL makes less than one landing per calendar day (as does Evergreen). Braniff makes three landings per day, and Canadian International makes three landings per day. These 8 landings are 1.65% of the total domestic landings and probably less than 1.5% of total jet transport landings on an average weekday at San Francisco. If Canadian International's two exempted landings are excluded, the operations for which a variance is required are less than 1.2% of weekday operations. DHL itself performs 0.2% of the total operations. Thus, individually and cumulatively, the four carriers with applications pendings are de minimis with respect to noise at the airport.

Even if each of these four carriers is forced off the airport (Canadian International would, in the worst case, reduce its frequencies from three to two to take advantage of the discriminatory international exemption), these operations could easily and legally be replaced by Stage 2 aircraft operated by



United, TWA, American, Delta, Northwest, or USAir. In this day of expanding frequencies, the termination of those four small users of SFIA will really produce no reduction in total aircraft noise.<sup>1</sup> Other carriers are not frozen (and legally cannot be) to some historic Stage 2 level of operation. They can and will probably expand total operations using Stage 2 and Stage 3 aircraft. Even if these 8 flights were replaced by 8 Stage 3 operations, the community could not perceive the difference<sup>CF</sup> because Stage 3 aircraft generate noise.

The Hearing Officer failed to note that those carriers which can comply with the 25% phasing rule can operate an increased number of Stage 2 aircraft at San Francisco so long as they meet the 25% rule. This, of course, would aggravate the airport neighbors' claimed irritation far more than the continued operation of DHL's one flight a day, five days a week.

This is especially so where DHL does not fly over the gap off Runway 28. The long haul, fully fueled flights need the straight out, slow climb departure. The Hearing Officer ignored DHL's unrefuted testimony on this point. Under the preferential runway agreement, DHL uses runway 1 for take-off and runway 28 for landing. Even when wind conditions require a runway 28 departure, our B-727-100 turns right towards the Bay before reaching Highway 101. Put simply: residents of the gap do not hear DHL's aircraft flying overhead except in the most extreme weather conditions.

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<sup>1</sup> United Airlines has just announced a two month frequent flyer bonus promotion for using SFIA or Oakland. United is promoting the use of its expanded frequencies in the Bay Area.





Indeed, this clear possibility and most likely actuality suggests that the opposition to DHL's variance application is misplaced. It demonstrates that denial of the variance bears no rational relationship to the reduction of noise. So long as United, American, TWA, Pan AM, and others can increase their Stage 2 frequencies, no purpose is served and no benefit is achieved by denying a variance to DHL.

B. Paragraphs 27-30

We also except to the findings in paragraphs 27-30. DHL demonstrated that it is not technologically feasible to retrofit the B-727-100 in 1989. We offered evidence that such retrofits are expected to be available in 1990 and that DHL would acquire such hushkits. Thus, the weight of the evidence supports a two-year variance.



## II. COMMENTS ON THE DIRECTOR OF AIRPORTS' PROPOSED CONDITIONS

We have reviewed the December 15, 1988, recommendation of the Director of Airports. The conditions proposed are generally acceptable to DHL Airways.

The limitation to five flights per week (condition 3) must have a safety valve to allow additional flights if (a) the aircraft positioned at San Francisco becomes unairworthy and another DHL operated or chartered aircraft must be brought in to replace it; or (b) an extra DHL B-727-100 is flown to SFIA for unscheduled maintenance. These are rare events. But we do not want to, and we are sure that the Commission does not want to, jeopardize our exemption should these exigencies occur.

DHL Airways will be pleased to work with the Airport Roundtable. We anticipate no difficulty in having a DHL Airways representative present at the Roundtable meetings.



### III. CONCLUSION

Having said all this, we want to remind the Airports Commission of the promises it made to members of the air cargo industry in the January 22, 1988, Supplemental Preamble (Supplement to the Statement of Basis and Purpose of San Francisco International Airport's New Noise Abatement Regulation.)

Before we recite this to the Commission, we want to inform the Commission that there have been changes in technology since the rulemaking process of 1987. The Federal Express-Pratt & Whitney hushkit for the B-727-100 (the transport category jet used by DHL Airways) has received FAA approval that the noise characteristics of the aircraft, as modified, satisfy Stage 3 criteria. While it is beyond the Commission's province to delve into the FAA's certification of the aircraft as Stage 3, the data publicly released by Federal Express shows that the B-727-100, as modified, is quieter on all three measurements than the maximum allowable Stage 3 limits.

The best information we have is that the hardware for the installation of these hushkits will become available in early 1990. DHL is negotiating with Federal Express and with Pratt & Whitney to obtain prices for both the Pratt & Whitney and the Federal Express components of the hushkit as well as estimates by Federal Express for installing the hushkits. DHL anticipates that our entire fleet of B-727-100's will be converted during 1990 and 1991. Thus, without yielding on any of our legal positions with respect to the Commission's noise rule and its actions on our waiver application,





it seems likely at this writing that DHL would not require a waiver for more than 2 years.

Notwithstanding all of this, we ask the Commission to honor its commitment to members of the all-cargo industry which is set forth on pages 9-10 of the Supplemental Preamble:

"Having said all this, the Commission recognizes that the regulation may cause some inconvenience to certain air cargo operators. While this inconvenience does not warrant the creation of a blanket exemption for the air cargo industry, the Commission nevertheless intends to be receptive to requests by cargo and other carriers for variances from its new noise regulation when individual cases warrant it. The Commission will be particularly sympathetic to variance requests when it believes a carrier is making serious efforts to comply with the regulation or when the carrier voluntarily agrees to adhere to SFIA's preferential runway use program, favoring the use of runways which minimize the noise impact of operations at SFIA on surrounding communities and residents. In the regulation adopted today, the Commission has included an operators willingness to adhere to the preferential runway use program as one of the factors that the Commission will consider in reviewing a variance request ... " (Emphasis added, footnote omitted]

DHL Airways has done both of these things. It is using its best efforts and has signed the preferential runway use agreement.



Respectfully submitted,

Herbert A. Rosenthal  
HERBERT A. ROSENTHAL, CHARTERED  
2020 K Street, N.W., #350  
Washington, DC 20006  
(202) 785-9773  
Attorney for DHL AIRWAYS, INC.

December 20, 1988

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STATEMENT OF THE  
FEDERAL AVIATION ADMINISTRATION  
CONCERNING  
SAN FRANCISCO AIRPORTS COMMISSION  
VARIANCE POLICY

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San Francisco, December 20, 1988

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The Federal Aviation Administration appreciates the invitation to be here today as the Airports Commission considers pending applications for variance from the Commission's noise regulations adopted as Commission Resolution No. 88-0016 on January 22, 1988.

My purpose today is not to take up the individual cause for or against any particular applicant's request. Instead, I wish to present the FAA's views concerning the regulation and the policy that the FAA urges be uniformly followed in dealing with all variance requests under Section 4(E) of the Resolution if the Resolution continues in effect. Firstly, in view of the comments furnished during the regulatory process, the FAA respectfully requests that City and County of San Francisco suspend the 1988 Resolution pending the establishment of its justification as specified in those comments.



In the event that the City and County of San Francisco is unable to do this, then the FAA urges it to adopt a policy favoring the issuance of variances under Section 4(E) of the Resolution until the Commission deals with comments filed by the FAA, during the Commission's rule-making process, concerning the lack of documented justification supporting Resolution No. 88-0016.

Consistent with the responsibility of airport proprietors for the impact of airport noise on airport neighbors, the FAA recognizes that the adoption of reasonable and nondiscriminatory noise regulations by airport owners is within their authority where such regulations have been shown to be necessary to respond to a demonstrated noise problem and where the impacts of such regulation on air commerce have been adequately determined and weighed in the regulatory process. Three sets of comments filed by this agency questioned whether this essential justification had been established either with respect to the noise benefits to be achieved or the impact on affected operators. While some technical adjustments were made by the Commission in response to other comments, the FAA's comments concerning lack of adequate analysis have not been substantively addressed by the Commission.





In this regard, comments dated July 27, 1987 in response to San Francisco's proposed Noise Abatement Regulation dated June 1, 1987, (at page 1) stated that-

[T]he current regulatory process has bypassed completely the kind of coordination and discussion between San Francisco and the FAA that existed in the period leading up to the adoption of [the 1978 noise regulations]....[W]e urge the Commission to continue the practice of consultation and coordination rather than proceed with a predetermined timetable with the unsubstantiated product reflected in the July 1 proposals.

Because of the lack of substantive analysis and evaluation concerning the noise problem, the noise abatement effectiveness of the proposals, and the impact on users, the July 27th comments requested the City and County of San Francisco to "either withdraw the June 1 proposal or supplement it, through the Part 150 process, with the information needed to permit an informed technical and legal review." (p. 2). The comments also noted that the information void was particularly troublesome since the proposal itself stated that the Commission "cannot...provide further explanation of the draft at this time." (p. 2). Examples of the features of the proposal for which this void provided no support were set forth at page 3 of the comments.



On November 6, 1987, the Commission issued a revised package of proposed noise regulations. FAA comments dated December 11, 1988, (at pp. 1-2) in response to those proposals noted that, while some study had been done since the original FAA comments were filed

[W]e must still conclude that much remains to be done in order to justify restrictions of the magnitude of those proposed. Our conclusion is that, if based on the docketed materials (that we were able to locate), the proposals have not been reasonably justified on the basis claimed. We request that no action be taken to implement these proposals until adequate justification is shown to exist. We are particularly concerned that...the Airports Commission counsel stated that the Commission is "going to phase out Stage 2 aircraft long before the FAA gets around to doing it"....This statement of Commission intent, while the comment period is open, heightens the concern we expressed in our earlier comments regarding possible prejudgment by the Commission.....Review of docketed materials disclosed only one technical report, the Ken Eldred Engineering Report (KEE 87-46), which appeared to provide technical support for the proposed rules....We have not been able to discern a technical relationship between that report and the Commission's justification for the proposed regulation. For example, the KEE Report refers to "noise contours prepared by the Parry Company specifically for the proposed regulation" (p. 5). No such contours were found in the docket. The only contours in the docket were those prepared by Parry for the Noise Exposure Maps submitted to the FAA under Part 150 in 1983. Those maps are not accurate, current, or complete for the purpose of assessing the noise impacts of the proposed regulation."

Examples of the inadequacies of the Parry contours were included in those FAA comments, (at pp. 2-3) which concluded that

Because of this lack of pertinent data, it becomes particularly important to ensure that the regulation does not place unnecessary burdens on affected operators. However, the docket did not appear to contain any analyses of the impact of implementing the proposed regulation on



aircraft operators, or any analyses of the marginal noise abatement benefits of imposing those burdens on those operators....Our representative was unable to locate in the docket any information related to either the noise benefits or the economic impacts of the other aspects of the proposals.

With this background, we advised, at p. 8 of our comments, that the proposals

appear to place unknown and unanalyzed economic burdens on affected operators. As to individual operators who may need a variance, the burden here should be on the regulator prior to adoption of the regulation, not on the applicant after the issuance of a regulation that was not adequately studied, from an economic and noise standpoint, prior to adoption. This appears to pass through, to the applicant, the duty of the Commission itself to analyze and understand the noise and economic impacts of its proposals.

(emphasis in original).

On January 11, 1988, revised proposed noise regulations were issued by the Commission. In response to that revision, the FAA submitted a third set of comments dated January 21, 1988. Those comments acknowledged that the revisions relaxed some of the impacts of the earlier proposals, but stated, (at page 1):

[W]e have, once again, searched the explanatory materials available to us, and must confirm our earlier concern that neither the noise benefits nor the air commerce impacts (including potentially discriminatory impacts) of the final proposal have been subject to the kind of detailed study and justification that is appropriate for restrictions of this magnitude.

With respect to the impacts of the new regulations on air cargo operators, the FAA comments stressed that "[a] central concern throughout our comments...has been the lack of a responsible analysis of the impacts of the proposals on air commerce, in relation to the noise benefits to be derived from the





regulation. The concerns expressed by the air cargo operators only underscore the fundamental lack of substantiating information that the FAA has repeatedly requested and which has to date not been presented for informed review." (p. 2). Notwithstanding those comments, the Commission inexplicably concluded that the FAA did not join in the air cargo operators' concerns regarding economic impact. (Supplement, p. 6)

In addition to these concerns regarding the lack of justification for the regulation, the FAA, in its January 21, 1988 comments, objected to the Commission's intended use of the variance process as a means of forcing compliance with SFIA's preferential runway use program. Thus, at page 2 of those comments, we cautioned:

[T]he matter of compliance with preferential runway use programs is a matter of federal jurisdiction and control, and is intimately related to operational safety. Even where a formal runway use program is established by the FAA, the pilot retains the right to request a different runway, and ATC is authorized to assign a different runway if requested (see 14 C.F.R. 91.87(g)). This proposal to penalize an operator for deviation from a preferential runway is in direct conflict with this federally preempted area.

While we are pleased to acknowledge that the final rule, as adopted on January 22, 1988, does contain some adjustments based on public comments, the fact remains that the adopted



regulation does not respond to the FAA's concerns raised on three separate occasions regarding the fundamental justification for the regulation. The variance process still shifts, to the regulated public, the burden of justification that is and was properly the Commission's burden as the regulating body. Most unfortunately, the variance process is still framed to force compliance with the preferential runway system, which requirement, we must conclude in view of our strong protest to the Commission, is a conscious discounting of FAA's concerns regarding Federal operational responsibilities at SFIA.

The explanatory material for the final regulation contains no substantive response whatsoever to the specific comments submitted by the FAA concerning the need to substantiate the noise problem, determine the noise benefits to be derived from the regulation, and assess the air commerce impacts of the regulation.

The only references to the FAA's three sets of comments concerning justification for the regulation criticize the number of pages devoted by the FAA to certain issues and state that, because the FAA was not physically present at the



regulatory hearing, the Commission was somehow prevented from "directly soliciting the FAA's views about the regulation." (p. 1, Supplement). It is very clear from this statement and the Commission's statement that it "simply cannot accept [the air cargo operators'] cost/benefit analyses," without developing a cost/benefit study of its own for informed public comment, that the Commission made its commitment to "phase out stage 2 aircraft long before the FAA gets around to doing it" without regard to the kinds of fundamental staff work needed to demonstrate the noise problem being addressed, the benefits of the proposed rule, and the impacts on affected operators.

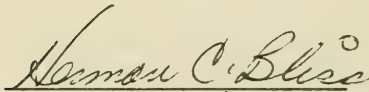
As a result, the Commission has effectively shifted the burden of demonstrating these bases for responsible rulemaking entirely onto the shoulders of members of the public who apply for variances under the Resolution. Section 4(E)(1) places the burden on the applicant to demonstrate both the noise impacts and the industry-wide economic impacts of deviating from a regulation that itself was not studied by the Commission from those standpoints (see Sec. 4(E)(2)).

In summary, variance applicants under Section 4(E) are being required to submit a studied review of the effects of departing from unstudied noise and economic baselines--an inherently impossible task.



In conclusion, the FAA repeats its request that the 1988 Resolution be suspended pending the determination of its underlying basis. However, if the Commission determines that it is unable to do this, then the FAA requests that enforcement of Section 4(B) of the Regulation be suspended by January 1, 1989 while the necessary justification is developed. If the Commission determines that this is not possible, then the FAA urges that a policy favoring the issuance of variances be applied uniformly to all pending and future applicants, and that the missing analyses be developed for public scrutiny as soon as possible.

Respectfully Submitted,

A handwritten signature in cursive script, reading "Herman C. Bliss". The signature is written in dark ink and is positioned above a horizontal line.

Herman C. Bliss  
Manager, Airports Division





